

FLORIDA

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Highways



Official Publication of

Florida State road dept.

State Road Department---Highway Patrol---County Commissions

VOLUME 12
NUMBER 1

DECEMBER 1943



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Training planes from the Miami Naval Air Station practice close formation flying above the clouds.

Featuring Miami Naval Air Station

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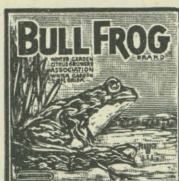
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FLORIDA

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Florida Citrus Exchange - Growers' Cooperative Marketing Association

WINTER GARDEN

P. C. Peters, Secy.-Mgr.

FLORIDA

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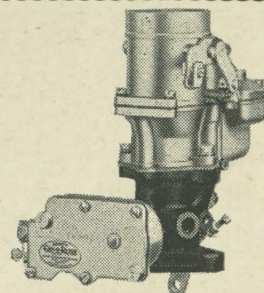
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Population Gain In Florida 10 Percent

Florida continues to gain in civilian population and now outranks Mississippi, South Carolina and Arkansas among Southeastern States, according to a recent report of the U. S. Census Bureau. The State has shown a 10 percent population increase since the last census.

According to the report, Florida now has a population of 2,080,003, a gain of 7.2 percent since May 1, 1942 and 10 percent since April 1, 1940.



Bailey Motor Equipment Co.
Automotive - Marine - Industrial
Carburetors - Governors - Ignition
Fuel & Oil Filters - Air Cleaners
78 N. Garland St. Orlando, Fla.

PULPWOOD TO WAR

Readers of Florida Highways are offered an opportunity to do another bit toward winning the war by urging their land-owning friends to join in efforts to wipe out the shortage of pulpwood being delivered to Florida paper mills. A glance at the subscription list of this magazine indicates that scores of our readers are in position to make this a personal issue and exercise their influence on people who can do something about it.

Pulpwood, although usually thought of in Florida as a raw material for the production of kraft paper, is an ingredient in many articles which have a very direct bearing on the winning of the war. Starting with smokeless powder used to propel shells from ships and cannon and bullets from the rifles of our fighting men at the front, down to containers for blood plasma and rations carried into the field, pulpwood is essential. Uncle Sam must have it.

Readers should turn to the article concerning pulpwood in this issue, read it, and then approach those in their community whom they know to be capable of cutting down the deficiency in this much-needed material, whether they are owners of lands bearing wood which can be used or workmen who might make themselves available for harvesting pulpwood. Florida has an abundance of wood suitable for the manufacture of paper. The problem appears to be one of getting landowners to permit the cutting and the manpower to bring the raw material out of the woods and to the mills.

Williston Shell Rock Company

"Florida's Foremost
Road Material"

Ocala — Florida



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ORDINARY WHISKS

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PRODUCT



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Transactions of Meeting of Florida State Road Department

HELD AT PONTE VEDRA BEACH OCTOBER 25

The State Road Department of Florida met in regular session at Ponte Vedra Beach on October 25, 1943, with the following attendance:

Thos. A. Johnson, Chairman, Jack F. Townsend, James R. Stockton, O. G. Lindsey, C. Fred Ward, Members; H. H. Baskin, Secretary; J. H. Dowling, State Highway Engineer; L. A. Fraleigh, Jr., Assistant Secretary; L. K. Cannon, Assistant Highway Engineer; N. L. Bryan, Jr., Federal Aid Engineer; E. S. Fraser, Bridge Engineer; W. M. Parker, Div. Engr. Research & Records; C. J. DeCamps, Div. Engr. Right of Way; J. R. Slade, N. S. Emery, P. L. Hoskins, Division Engineers; T. M. Shackleford, Jr., Attorney; Pat Shannon, Assistant Attorney; R. J. Waterston, Jr., Auditor.

Bids received Sept. 21
DA-NR 27(1) 1 & 190

Bids received Sept. 28
DA-WR 17(1) 3
DA-WR 20(1) 22

Bids received October 19
5554(2) 35

Bids received August 20
WH Acct. 8451, FOB Eau Gallie
Bids received Sept. 13
Proj. 5151, Rd. 12 Franklin

Bids received Sept. 27
5419 & 5682, Rd. 88 Holmes

5158(4), Rd. 79 Polk

Bids received Oct. 11
5345 Rd. 84 Calhoun

Bids received Oct. 15
5682 Rd. 88 Holmes

5419 Rd. 88 Holmes

Bids received Oct. 19
5095 Rd. 84 Jackson

5359 Rd. 377 Leon

APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Ward, seconded by Mr. Lindsey, the expense account of the members were approved and ordered paid, as follows:

Johnson, 7-24 to 7-31	\$52.88
Johnson, 8-16 to 8-19	28.35
Johnson, 9-7 to 9-8	6.70
Lindsey 7-7 to 7-28	21.00
Lindsey, 8-1 to 8-31	31.45
Lindsey, 9-8 to 9-24	49.30
Stockton, 7-24 to 7-26	4.50
Ward, 7-8 to 8-1	83.35
Ward, 8-6 to 8-25	21.00
Ward, 9-6 to 9-25	71.40

Construction

Escambia-Santa Rosa	
Orange	
Orange	

Madison

Materials

Tr. Str. Timber	
Untr. Timber	
Untr. Piling	

Cut Back Asph.

Tar Prime

Untr. Timber

Semi-solid Asph.

Cover Material

Semi-solid Asph.

Cover Material

Tar Prime

Semi-solid Asph.

Cover Material

Semi-solid Asph.

Cover Material

SUPPLEMENTAL AGREEMENTS

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following supplemental agreements were approved:

WO 0487	4-A
WO's 0489, 0589 & 0493	4
DA-NR 27(1)	1 & 190
DA-WR 12(1)	341
DA-NR 22(1)	4-A Access
SN-U-FAS 78-A	4-A FA

APPROVAL OF MINUTES

On motion of Mr. Stockton, seconded by Mr. Lindsey, the minutes of the meeting of September 20 were approved:

APPLICATION TO WAR DEPARTMENT ACCESS ROAD TO HOUSING UNIT, NAVAL AIR BASE, PENSACOLA

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED, that the Chairman be and he is hereby authorized to make application to the War Department for their approval of the construction of a bridge across the North Arm of Bayou Grande as an extension of Sunset Avenue, to give access to a housing project asked for by the Navy Department on behalf of the Naval Air Base at Pensacola.

APPLICATION TO WAR DEPARTMENT BRIDGE OVER WEST BAY CREEK, ROAD 10, BAY COUNTY

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED, that the Chairman be and he is hereby authorized to make appli-

cation to the War Department for their approval of the reconstruction of a bridge over the Intracoastal Waterway at West Bay Creek, Road 10, Bay County, Florida, which said bridge shall be reconstructed according to the plans prepared by the State Road Department and submitted to the War Department.

TAYLOR COUNTY—ROAD 35—PROJECT 5211—RIGHT OF WAY

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 35, in Taylor County, located and surveyed and has designated the same as Project 5211 and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects, and for the furnishing of certain materials, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

Coggin & Deermont \$172,891.10

Langston Const. Co. 34,829.12

Brinson Const. Co. 386,163.63

Faulk & Coleman 22,694.12

Tampa Lbr. & Creos. Co. \$8,858.94

J. J. Stoutamire 4,005.58

W. H. Lindsey 1,610.00

Pan Am. Petrol. Co. 1,350.00

Reilly Tar & Chem. Co. 3,141.60

Griffin Lbr. Co. 6,917.66

Pan Am. Petrol. Co. 3,430.00

Pan Am. Petrol. Co. 3,696.00

Birmingham Slag Co. 7,856.30

Pan Am. Petrol. Co. 2,046.00

Woodstock Slag Co. 4,382.00

Barrett Co. 3,030.00

Pan Am. Petrol. Co. 3,577.55

Woodstock Slag Corp. 7,656.00

Mexican Petrol. Corp. 1,260.00

Birmingham Slag Co. 2,592.00

Belcher Oil Co. \$ 1,205.20 Inc.

L. J. & W. L. Cobb, Inc. 6,976.00 Inc.

Coggin & Deermont 20,676.00 Inc.

Polk Construction Co. 342.30 Dec.

Groves, Lundin & Cox 93.54 Dec.

Groves, Lundin & Cox 244.53 Dec.

judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

(Continued on page 47)

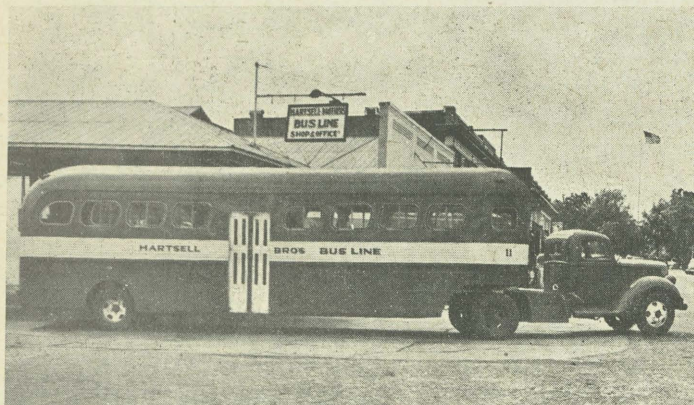
Langston & Hubbard Construction Co.

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MACON, GEORGIA

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CITRUS FRUITS and CANNED CITRUS JUICES

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Packing Plant — Lakemont

FLORIDA

FLORIDA HIGHWAYS

Official Publication State Road Department—Florida Highway Patrol
Florida Association of County Commissioners

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 12

DECEMBER 1943



NUMBER 1

J. E. ROBINSON

Publisher

SAM ELLIS

Editor

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

Notice of change of address should be given to Florida Highways, Winter Garden, Florida, two weeks in advance of the date of publication of the next issue.

Address all correspondence to Florida Highways—not to individuals

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FIFTH DIVISION

R. L. Hoskins.....DeLand



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Lieutenant Olin Hill.....Tallahassee
Executive Officer

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Highway Patrol Office.....Chipley

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Lieut. A. C. Yonally, Dist. Commander
Highway Patrol Office.....DeLand

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Lieut. Tobe A. Bass, Dist. Commander
Highway Patrol Office.....Ft. Myers

HOOPER CONSTRUCTION COMPANY

1125 Kings Avenue

Jacksonville

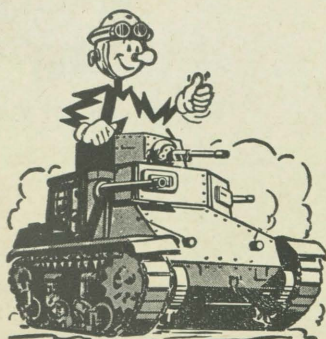
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BIRMINGHAM SLAG COMPANY

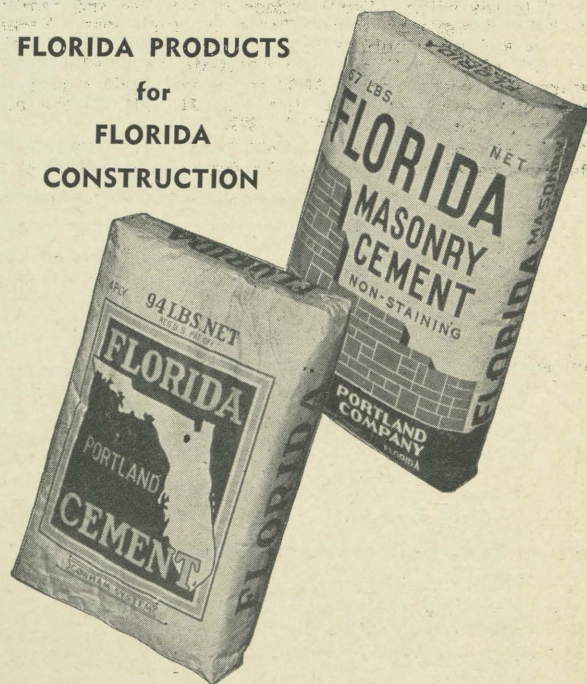
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Daily

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Orlando

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for
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CONSTRUCTION



FLORIDA CEMENT



PORTLAND
COMPANY

EDITORIALS

A PLEDGE

WITH THIS ISSUE FLORIDA HIGHWAYS enters its twelfth year and seizes the opportunity to express its appreciation to those who have made the publication possible.

While it has been severely handicapped by war conditions, the publishers feel that the magazine has performed certain functions which have been of immense value to the State and its future development.

From letters received by the editor from hundreds of officials, civic leaders and individuals interested in Florida's prosperity and expansion of its opportunities, comes a feeling of pride and a conviction that the publication is really getting somewhere and that the post-war period will find it assuming a leading part in attracting new residents to the State.

It is astonishing to realize the interest Florida people have in their State and to note their pleasure in being informed of new and important facts regarding the State which had heretofore escaped their notice. This result of the publication of this magazine is best illustrated in the following excerpt from a letter to the editor:

"I feel that I am an utter stranger to Florida when I read some of the features carried in your magazine, although I am a lifelong resident of the State, and that means a lot of years.

"It is highly important that you continue to inform Floridians regarding their government, the State's natural resources and possibilities. After the war, I see a prominent part for you in informing outsiders about Florida and hope that you will extend your circulation up into the country. Hundreds of thousands will want to come here when they know of the State's tremendous attractions."

And that is just what Florida Highways intends to do. While present circulation of this magazine outside the State is appreciable, shortage of essential materials prevents the expansion really desired. The end of the war will find Florida Highways, like other wise institutions prevented by war conditions from expansion at this time, ready with a surplus fund to go all-out for a publicity program in Northern States which cannot fail to get results.

We make that pledge to our readers and advertisers.

COLLIER, AGAIN

COLLIER COUNTY, which boasts that it has "none of those architectural triumphs in public and school buildings, which grace many other counties" but that all of its public buildings and schools "are adequate, neat, clean, attractive and fitted up in the manner and style prescribed by State and school authorities," has again attracted the attention of peo-

ple of the entire State with its unique report to taxpayers and its statement of policy in the future.

D. Graham Copeland, chairman of the Collier commission is responsible for the recent statement to taxpayers, whom he calls "common stockholders," adding that there are no preferred. (Statement in part will be found under the "With County Commissioners" department of this issue.)

We agree, heartily, with Mr. Copeland and his Collier commissioners in the statement that much money has been wasted in unnecessary public work and that communities make a mistake in demanding assistance from the Federal government in the construction of unnecessary and unwanted public improvements just because their construction will furnish labor for local persons who, in many cases would just as leave not have it.

In the matter of highways, however, we believe that the State should insist on all of the Federal help that it can get for construction of needed roads after victory has been won. As a matter of fact, Florida's highways are in bad shape now because of unprecedented traffic by heavy military vehicles and delay in repair and improvement because materials have been more urgently needed for the war effort. It is no more than fair that the Federal government stand a healthy share of the expense of rehabilitating Florida roads after the war and saving the tremendous investment Florida taxpayers have in them.

We believe that the State Planning Board, of which Mr. Copeland speaks in his statement will come up with a program which will be of benefit in the post-war transition period. The board is composed of level-headed business men not given to wasting public funds. Whatever schemes for expending money meet with this board's approval are likely to be of sufficient public worth that the average taxpayer will find no fault. However, the best thing that could happen at this time, when local communities are organizing for post-war activities, would be a comparing of notes and ideas and the formation of a general State-wide program or policy. In agreement with Mr. Copeland, we believe that such a program, or policy, should receive the widest publicity before taxpayers are asked to accept any new burden.

We are optimistic enough to believe that this post-war period will not repeat the breadlines and suffering of that after the last war. Private industry, after a period devoted to reconverting its plants to peaceful pursuits, should find a healthy demand for goods. Individuals should have saved a part of the contents of their bloated pay envelopes. Political subdivisions—States, counties, cities—should have piled up a surplus of funds accumulated by compulsory savings due to lack of materials, which will enable them to carry on without making new levies on the taxpayer, Federal, State, county or municipal.

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FLORIDA FOURTH ESTATE

Wise for State to Wait

In an editorial on the leasing of State lands for drilling we suggested that the governor's cabinet take its time in such deals, for the discovery of oil might make it more profitable for the State to wait than to rush into any hasty bargain.

Because oil is a natural resource, we have always thought the State treasury should collect a share of the revenue for the benefit of taxpayers and we are therefore highly gratified that the governor's cabinet has decided to postpone further leasing until it finds out what's what.

Several Sentinel men have paid a visit to the well now being made down in Collier County and have been impressed with the evident intention of the Humble Oil Company to bring in the field if it is there in quantity, for there is no doubt it is there to an undetermined extent.

Putting down casing is an expensive process and we see no reason why any company should spend its money on such an operation unless there was a lively hope of getting it back manyfold, as there seems to be in this case.

If a good producing well indicative of a good field is established then lease values will mount according to the probable extent of the pool and the State would be foolish indeed not to be in a position to reap a suitable harvest for the commonwealth.—Orlando Sentinel.

Nathan Mayo Completes 20 Years of Service

There's no getting around the fact that 20 years is an important section in a man's life-span. It is even more emphatically important, when it is taken right out of the most active, or "career period," of his allotted time.

The placing of such a share of his years, in any given position or activity, must necessarily in the normal course of human events constitute a major contribution—if not the major contribution—which an individual can possibly hope to make to the generation of which he is a part.

That is the contribution which has been made by Nathan Mayo to Florida in his capacity as commissioner of agriculture.

The Florida Times-Union, in its edition of November 2, 1923 recorded—through a Tallahassee dispatch supplied by The Associated Press—that the new commissioner had taken over his duties the preceding day. He succeeded the late William A. McRae of Jackson County, who relinquished the official post to enter other business.

The simple record of the induction of Mr. Mayo of Summerfield (In Marion County) marked the opening of a career in Florida public service that has been outstanding. The verdict of the voters, in returning him to office time after time, constitutes a fine tribute to the integrity and efficiency with which Commissioner Mayo has performed his official duties.

The 20-year period through which this Floridian has served has included the State's greatest boomtime, and that grim era in which in company with the Nation—and in fact the world—it passed through a depression of unprecedented severity. Both factors had vital repercussions on the Department of Agriculture.

In each period—the one of prosperity, the other of adversity—the commissioner of agriculture and his increasing staff of employees contributed to the maintenance of sanity in development, the achievement of steady progress in the upbuilding of agricultural and horticultural production.

Improvement of marketing facilities, the publicizing of Florida, advancement of the State's interests in every area wherein he could work effectively—these have centered the interest, have profited from the abilities of Nathan Mayo in the score of years covered by his commissionership.—Florida Times-Union.

No More Oil Leases

The Florida State cabinet has decided that no new oil leases on State lands would be granted "until clearer information on the discovery of oil in the Everglades is available." Governor Holland and the cabinet have acted with a commendable collective wisdom.

Applications for leases on State lands have reached flood stage since Humble Oil Company reported indications of oil in commercial quantities on its Sunniland well in the Everglades. Offers have come all the way down from the request for more than a million acres by former Governor James V. Allred of Texas, to just a few thousand acres by more modest developers. Caution is certainly the safest course at this moment. Governor Holland said, "Nobody is going to be hurt by a little delay. Everybody is going to be served by a clearer view." There'll be no situations comparable to Teapot Dome if Holland and his cabinet continue to pursue this policy.

More drilling by reliable prospectors may produce oil in quantities greater than that indicated by the Humble

discovery. If so, State leases will be worth much more than at present. State lands in Texas jumped in value considerably when oil went from the speculative to the productive stage. Florida State lands likewise have a greater value now than before the actual discovery of oil in Collier County.

If there is plenty of oil, we want the State treasury to get all that the traffic will bear.—Panama City News-Herald.

Oil Discovered In Florida

Discovery of oil in Florida has now been verified by competent authorities. However yet to be proved are the commercial possibilities. The fact that several of the larger oil producers now have leases on many thousands of acres of Florida land indicates that either now or later they are serious about their search for oil beneath the surface of the Sunshine State. Geologists assume that the deposits here are an extension of the Mexico-Texas formation under the comparatively shallow waters of the Gulf of Mexico, rather than one attached to eastern continental United States.

Search for oil in Florida has extended over some forty years, during which time more than 100 wells have been sunk. Most of them were shallow, and were financed by small groups, wildcatters, or stock-lease operators.

Discovery of oil in Florida cannot help but benefit the State. It will give us one more source of income and will create heightened interest in land ownership here.

Since the State is the largest owner of land in the area where the first successful well was brought in, there is sound reason to believe that the State will reap handsome returns from any oil development there. The State has already leased 100,000 acres at ten cents a year for ten years, with digging required. It has also leased about two million acres of shore and swamp land-water on an exploratory basis wherein the lessee must within a specified time, select certain acreages and release the balance. It is estimated that some twelve millions of Florida's 38 millions are under lease and that scientific exploration is under way in 36 counties of the State.

Upon the announcement of the first successful well, Governor Holland issued a cautious warning to Floridians not to speculate with money they cannot afford to lose. And while they may not heed it, that's sound advice.—Titusville Star-Advocate.



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A twilight view from Heckscher Drive, originally constructed by the late multi-millionaire capitalist August Heckscher during the Florida boom. Scenery along the drive is magnificent. On Fort George Island are many winter homes of northern visitors, the historic ruins of the settlement which was once so important in the Republic of Florida, founded in 1812, and a golf course as sporty as there is in Florida.

Highway Into History . . .

PRESENT AND FUTURE generations are linked with a grand and glorious past embracing pirates, blockade running, war and intrigue by the recent purchase by the State Road Department of Heckscher Drive, former toll road running from near Jacksonville to Fort George Island on the north bank of the St. Johns River where it meets the ocean.

The 17-mile-long Heckscher Drive was built by the late August Heckscher, multi-millionaire capitalist during the last months of the Florida boom at a cost of nearly a million dollars. It and Little Talbot Island, 2,500 acres with a five-mile strip of white sand beach and other possessions, comes into possession of the State Road Department for \$122,500. Necessary repairs and widening of part of the right-of-way will cost an estimated \$100,000.

Little Talbot Island probably will be developed as a State Park by the Florida Forest and Park Service and future development plans include construction of a highway along the coast from Pilot Town, eastern terminus of Heckscher Drive to Fernandina and Fort Clinch, another State Park.

Purchase of the highway and coastal properties

opens up to motorists toll-free travel into one of the most alluring sections of the South. Spaniards fought the French and English for control of this area where the president of the Republic of Florida had headquarters. Many of the old buildings, some of them quarters for slaves brought in by Zephaniah Kingsley, some of them stone earthworks thrown up by defenders, still stand and systematic development of these historical treasures will be a great asset to Florida.

The roots of American colonial history are in the marsh and sand of Fort George Island.

Jean Ribault led his band of French Huguenots ashore in America at Fort George Island in 1562—three years before St. Augustine was founded—then crossed the river to what is now Mayport to take possession of the land in the name of France.

That touched off a series of international conflicts that didn't end until the United States acquired Florida from Spain 250 years later.

The Spanish finally ousted the French, then the English ran out the Spanish, and the Spanish came back again.

Gen. James Oglethorpe at one time established a



A view down the center of winding Heckscher Drive, near Jacksonville, recently taken over by the State Road Department. The surface is of macadam, well-worn in some spots, but will be rehabilitated by the State as soon as materials are available. The drive winds through some of the most interesting scenery in the State, passes valuable industrial sites on the north shore of the St. Johns River and has its terminus at old Fort George Island which was an important spot around and before 1812. Plans include opening of Little Talbot Island, as a State Park and, possibly, connecting the eastern end of the drive with a new highway north along the ocean to Fernandina and old Fort Clinch, already among the State's Parks.

fort on the island and named it after his English king. Although he later abandoned it without a fight, the name Fort George still stands for the island.

Toward the end of the eighteenth century John McQueen bought the island and established himself in the lawless territory as "commander of the St. Johns River."

McQueen sold it to John Houstoun McIntosh, leader of the little band of American patriots whose agitation for United States acquisition of Florida resulted in organization of the short-lived republic of East Florida in 1811.

He ran his government and directed his little guerrilla army from his home in Fort George.

Later Zephaniah Kingsley, then one of Florida's wealthiest men, acquired the McIntosh property on the island, lodged himself and his African princess wife in the Mc-



The old toll house at the entrance of Heckscher Drive will soon be a thing of the past. While tolls still remain on the highway, they will be taken off as soon as legal matters in connection with the transfer of the highway to the State Road Department are completed and some repairs made.

Intosh house and brought in large cargoes of negro slaves to be trained before he smuggled them across the Georgia border into the United States, where importation of slaves was prohibited in 1808. Some of his slave houses still are there.

In 1868, after the Civil War, John F. Rollins of New Hampshire, bought Fort George and began selling tracts to Northerners.

Soon there were fashionable hotels and winter homes. It became an international resort, and center of the orange industry.

But the freeze of 1895 wiped out the oranges, a yellow fever epidemic in 1897 drove away the tourists, the biggest hotel burned down in 1898, and the fashionable Beach House was dismantled in 1898.

The island never recovered from those blows, although Capt. Napoleon B. Broward—who later be-

(Continued on page 44)

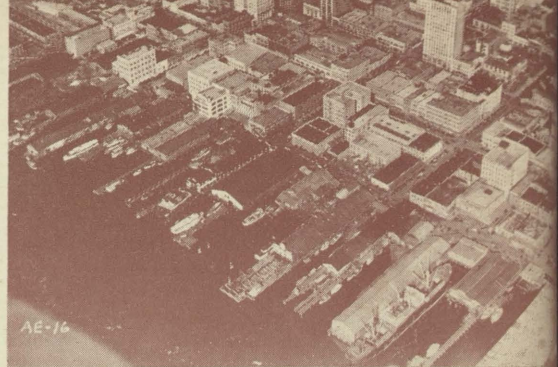


Above, one of the longer bridges on Heckscher Drive. Spans on the highway are much in need of repair, a matter that will be attended to by the State Road Department as soon as materials, now going to war effort, are released. While these wooden structures do not meet the modern standard of the department they will serve until more modern structures are available. The highway was originally constructed at a cost of more than a million dollars and was purchased by the State Road Department for little more than a tenth of that figure. It is believed that expenditures of up to \$200,000 will place the highway in first-class condition. Below, scene at one of the fishing camps along the highway, showing one of the wooden bridges in background. Fishing along Heckscher Drive, from beginning to end is excellent and anglers will be happy that the road is to be made toll-free. With the freeing of this span, the Holland administration will leave but one toll road in the State—that on the Overseas Highway between the mainland and Key West.

So This Is

FLORIDA

EDITOR'S NOTE—"Selling to Men," house organ of the Pioneer Suspender Co., Philadelphia, which reaches almost every men's store in the country, recently gave Florida valuable publicity in its featured article "So this is FLORIDA," prepared by The Lavenson Bureau, the firm's advertising agents. The article, which contains some facts new even to Floridians, is reproduced here by special permission as an illustration of the interest in the State and its future.



Aerial view of downtown Jacksonville showing waterfront facilities for shipping Florida goods.

WHAT IS THE FASTEST growing State in the Union, bar none? Right, it's Florida!

From 1930 to 1940 Florida's population zoomed upwards 29.2 percent as against 21.7 percent for its citrus-league rival, California, the runner-up. Census enumerators counted but 187,000 people in the Everglade State in 1870; in 1940 there were more than ten times as many—1,897,414, to be exact. Ranking 31st in population in 1930, by 1940 Florida had climbed to the 27th position, having passed Kansas, Connecticut, Washington and Maryland in the race.

No wonder Florida might be called "the State nobody knows." It's growing and changing so rapidly that even its citizens can hardly keep up with developments. Not the least of the things that would impress you, if you were to tour the State today, is the number and high type of its retailing establishments.

Time was when you thought of Florida as mainly a winter resort. You'd heard and perhaps seen that a number of northern merchants had established branch stores at Miami and elsewhere in the State, but these seemed to cater mostly to winter visitors, rather than to native residents, and you wondered how they got by.

It is true that servicing her large tourist trade has normally been Florida's most important industry. Over a period of years trade and service industries accounted for some 62 percent of the State's income, whereas Nationally they account for only 40 percent. Now, however, the picture is

changing and, as the State attracts new industrial enterprises and their new workers, Florida retailing is acquiring a more secure, year-round footing.

In order of their industrial importance as of today you would name Jacksonville, Tampa, Miami, Pensacola, Panama City, St. Petersburg and Orlando.

Chief manufacturing activities in these and other centers are, first, sawmills, planing mills and finished lumber products; second, food canning and preserving; third, tobacco processing—cigars. When it comes to war work, over 42 percent of the State's war contracts have been for shipbuilding. Mr. Harold Colee, vice president and general manager of the Florida State Chamber of Commerce, tells us that industrial leaders are working hard to find ways and means to carry over a large proportion of the State's wartime industries into peacetimes. As to shipbuilding—"this is a direct challenge to the ability of private enterprise to 'stand on its own bottom.'"

It's Not So Hot

On the question of Florida's summer heat, which looms large in northern minds, Mr. Colee admits this is a "tricky subject." But Governor Spessard L. Holland rushes in where the Chamber of Commerce fears to tread. In Miami, in the extreme south and until recently considered only a winter resort, he says the thermometer rarely tops 90 degrees—"in fact, the mercury reaches that point but six days a year." This compares with 10 such days in Chicago on the average, 22 in Baltimore, 14 in Los Angeles, 29 in Omaha, 42 in Memphis, 86 in Dallas and 13 in Philadelphia. The governor declares the whole peninsula is "cooled in summer by balmy trade winds" and "Florida is truly as air-conditioned as the ultra-modern office building."

Did You Know? . . .

A few quick facts about Florida:

A line drawn through Jacksonville would pass through the southern part of Morocco, several hundred miles south of the Italian boot, almost di-

rectly through Cairo, just north of Calcutta and Canton, over a hundred miles south of San Diego, California.

If England were superimposed on Florida, about 4,000 square miles of the Land of Sunshine would peek out around the edges.

England has some 38,000,000 people—Florida less than 2,000,000.

Florida's coastline totals almost 1,500 miles. The State has 30,000 lakes; the largest, Okeechobee, covers 717 square miles, is the second largest body of fresh water wholly within the United States.

Florida has the oldest permanent white settlement in the United States. Ponce de Leon, who gave the State its name, came hunting the "fountain of youth" only 21 years after Columbus discovered the new world.

Bank Assets Reach Billion-Dollar Mark

Florida banks passed the billion-dollar mark in value of their assets, which increased 92 percent since the end of 1940, according to report of the Florida State Chamber of Commerce.

"With post-war planning occupying a prominent place in the public mind, this increase is particularly significant," the review continued.

"All business leaders value the tremendous public works program now under consideration by local government units, but they also realize that this program should be given its proper place as a shock absorber for the transition period from war to peace.

"The future development and prosperity of the State must, in its final analysis, be based upon private enterprise and initiative.

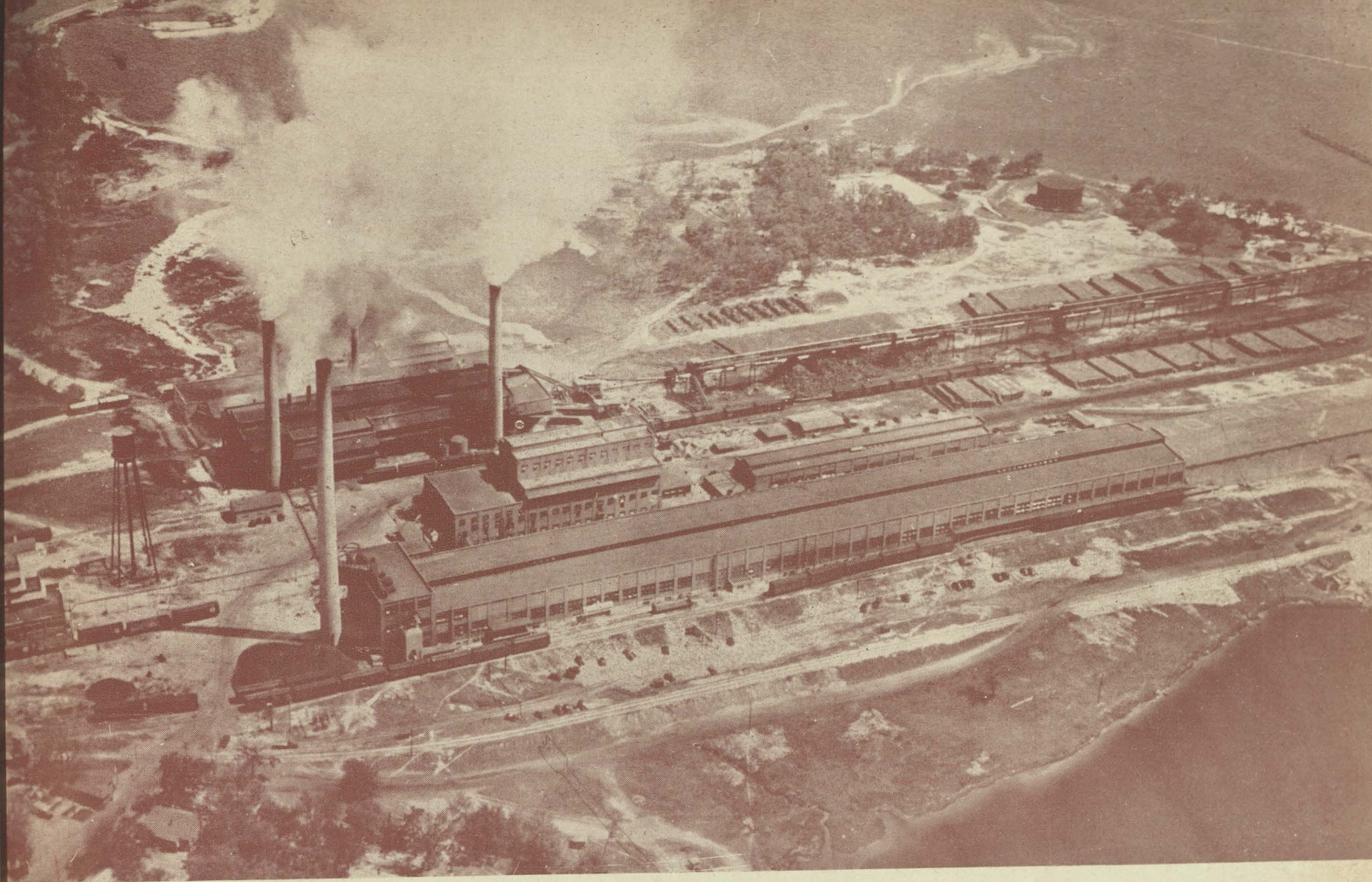
"This, in turn, must be financed largely and preferentially by private rather than government money. Many discoveries of new industrial resources have been and are being made which offer splendid opportunities for expansion and exploitation in Florida.

"For these reasons, the tremendous expansion in bank assets offers private enterprise an opportunity to build a new industrial Florida, but it must be supported upon a firm foundation of soundly conceived and well-managed establishments."

FLORIDA HIGHWAYS

Mid-town Miami looking eastward to Biscayne Bay from airplane. Miami Beach, reached by causeways, in background.





This is the oldest paper mill in the State—the plant of the Southern Kraft Division of the International Paper Company at Panama City. This plant changed Panama City from a fishing village to a modern thriving city and brought prosperity to the hinterlands of northwest Florida. This plant was the first to recognize the slash pine as a raw material in the manufacture of paper. While this and other Florida paper mills—illustrated in following pages—produce kraft paper and board, newsprint upon which newspapers are printed, has been produced from slash pine, the most plentiful and fastest growing of Florida pine trees.

Florida Pulpwood Goes To War . . .

FLORIDA'S PAPER MILLS, representing millions of dollars of investment and a large share of the State's industry, have jumped into the National effort to avert a further shortage of the essential product which is just as important to victory as shot and shell, tanks and planes, ships and men.

Florida mills are turning out the finished product to the limit of their capacity but are entirely dependent upon the pulpwood cutter and the timberland owner for their raw material.

A cord of pulpwood will make enough smokeless powder to propel two of the most destructive 16-inch projectiles from Navy guns now trained on outposts of the Japanese forces in the Pacific, but it first has to be cut from the

Pulpwood Cutter and Navy Have Same Aim

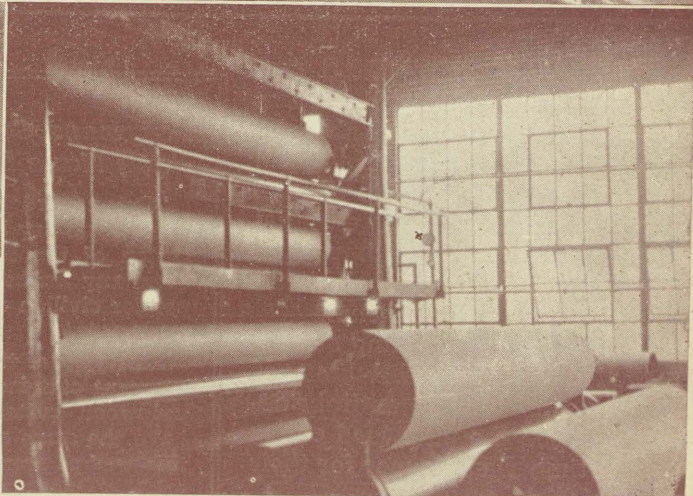
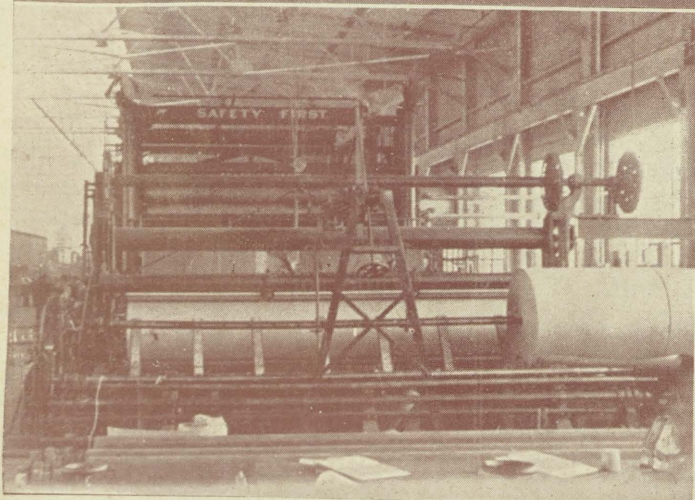
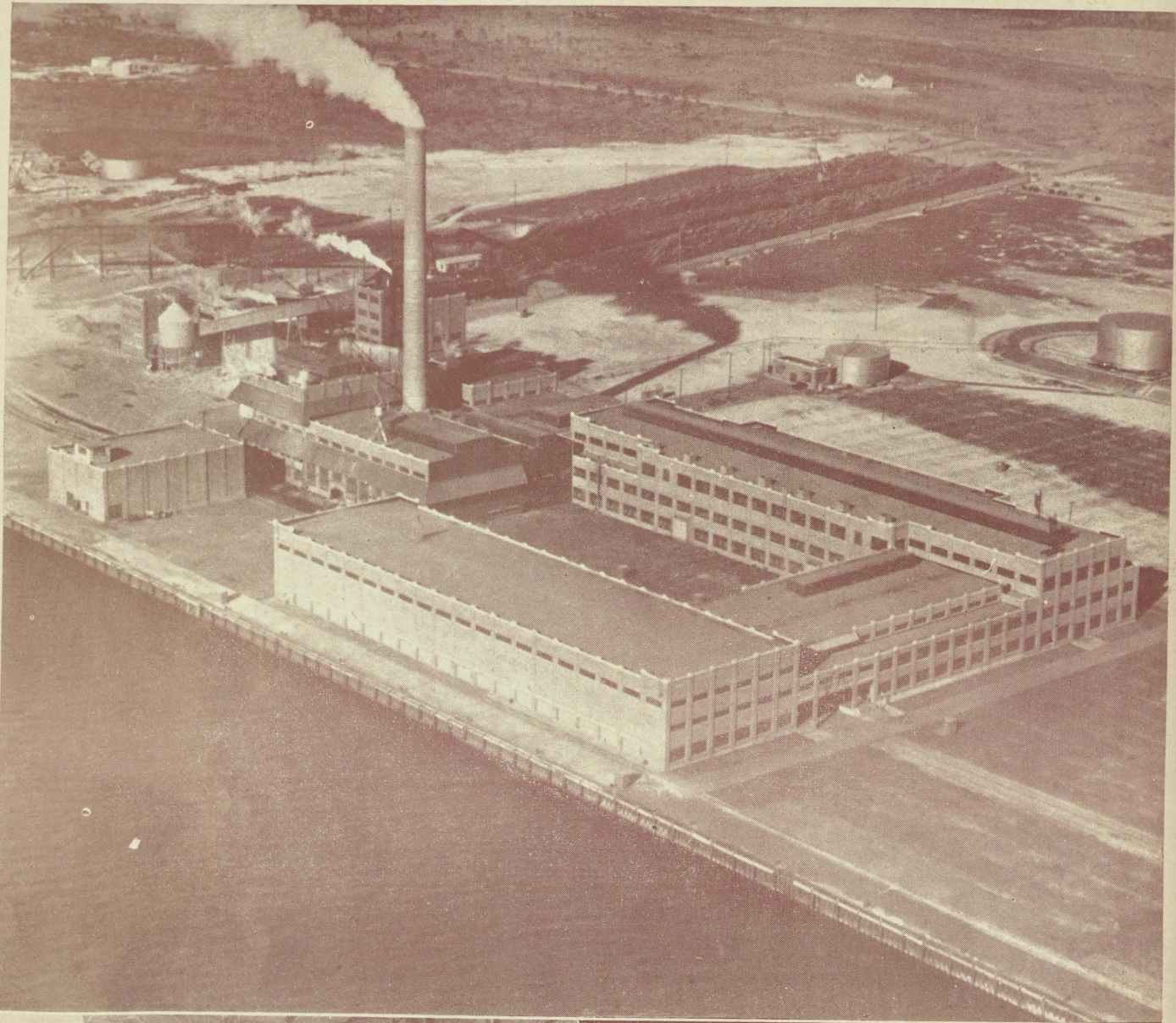
"Cut a cord of pulpwood for every local boy in service," is the slogan of the National effort to avert any further shortage of paper for civilian and military purposes.

Secretary of the Navy Knox in a recent statement said that the pulpwood cutter and the Navy have the same aim. "It is to win this war as soon as possible," he said. "One way to reach this objective is to cut a cord of pulpwood for every local boy in service."

woods and delivered to the paper mills for manufacturing processes.

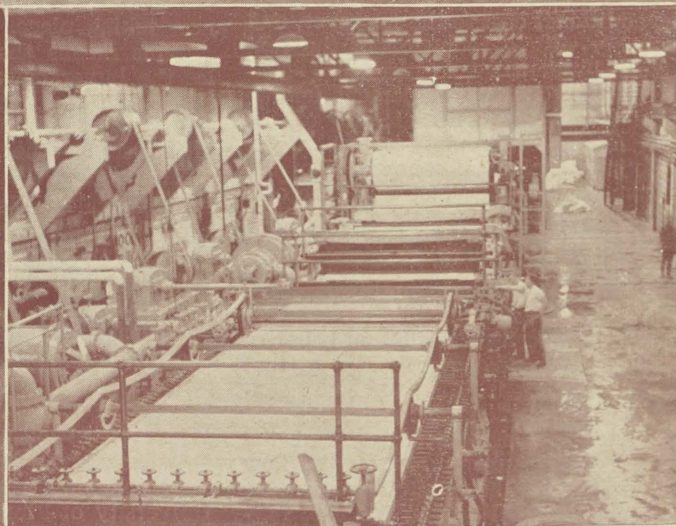
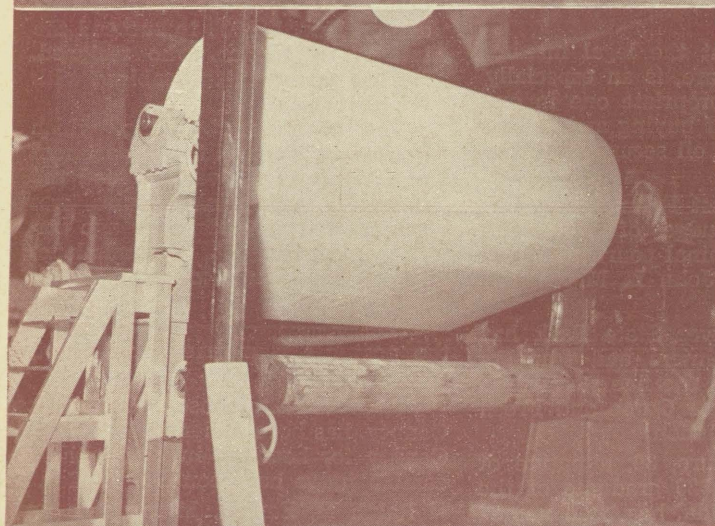
Producing smokeless powder, while the most spectacular, is but one of the uses to which Uncle Sam is putting pulpwood in his efforts to bring the Nazi and Jap to his knees and restore peace and freedom to the world.

While someone has worked out the statement that one average tree will produce enough pulpwood to hurl 35 armor-piercing shells at the enemy and enough powder for 7,500 rounds of ammunition for a Garand rifle, it also should be remembered that pulpwood is used in the manufacture of rayon for parachutes, plastics for airplane parts, and hundreds of types of paper board containers used in the shipping of ammunition, food, medical supplies and rations to the men at the front



At the top is shown a view of the plant of the St. Joe Paper Company at Port St. Joe, on the Gulf Coast which opened up another section of Florida to prosperity via the piney woods. This plant is a subsidiary of the duPont interests, manufactures kraft paper. Port St. Joe is a Phoenix-like city which arose from the ashes of another St. Joseph, one of the leading towns of Florida in the early 1800s and the site of the first constitutional convention where the State's first primary law was laid down in 1838. Because of the paper mill and other industries the community is now resuming its importance among Florida cities. Below are shown two interior views of the St. Joe mill.

who are actually firing the guns against the axis on all the fronts. been responsible for the saving
in the Allied Nations' efforts Even blood plasma, which has of thousands of lives at the front



Above is an airplane view of the Rayonier, Inc., plant at Fernandina, responsible for the rehabilitation of another Florida community which thrived in earlier days but which, for the lack of industries, was rapidly reverting to a fishing village. Near Fernandina are the ruins of old Fort Clinch, now a State Park, which commanded the entrance to the harbor on St. Mary's River during the War of 1812. Fernandina was the most important city and port of the Republic of Florida at that time. Florida's paper mill investment is more than \$30,000,000 and the annual payroll of Florida paper mills runs to nearly \$5,000,000, aside from the income to producers of pulpwood. Below are shown two inside views of machinery in the Rayonier plant.

and will be responsible for the re- their homes when the war is over, tainers made of pulpwood. A single
 turn of many more of our boys to is shipped in weatherproof con- (Continued on page 45)

CAPITAL CHATTER . . .

EXERCISING THE CAUTION of a child who has once been burned playing with fire, official Tallahassee accepted news of the discovery of oil at Sunniland, on the western fringe of the Everglades, with calm deliberation, as much as to say "Florida has had one boom too many."

Headed by Governor Holland, who, admitting the authenticity of the discovery, declared, in effect, that there are many slips between the cup and the lip and that the present is no time to get excited, the cautionary advice went down through the cabinet. State Geologist Herman Gunter, who has seen a great many wells dug in every part of the State, confirmed the findings but hastened to advise the public that the announcement does not indicate positively that the product will be of commercial quality and quantity.

The cabinet officially recognized the Humble announcement by closing all negotiations for lease of State lands until more is known about the strike. A number of proposals for lease of State lands in the 'Glades were declined to await further developments.

Production of oil in the Everglades would mean much to Florida because the State is the heaviest owner of lands in that area. It would mean improvement and expansion of State activities—schools and universities, highways, research work, exploitation of natural resources and development of the State's attractions for industries, tourists and permanent residents. All without additional cost to the taxpayer, and probably with a reduction of the taxpayers' burdens.

Geologist Gunter's statement followed a conference with officials of the company making the discovery.

He said geological samples from the bottom of the 11,700-foot well "are of a porous limestone formation of Lower Cretaceous Age, possibly to be correlated with the Glen Rose, the Glen Rose being a well-known oil producing formation of east Texas."

Gunter described the oil as being of 20 degrees specific gravity. Oil of that specific gravity is about the same consistency as black strap molasses.

"Regardless of the outcome of the remedial measures to cut off the flow of salt water," he said, "there is considerable possibility that the well may be acidized, and later even deepened in order to test possible lower producing horizons."

Acidizing, he explained, is a common practice of pouring an acid into a well to dissolve the limestone, making it more porous and increasing the possibility of the flow of oil.

Morgan J. Davis of Houston, Texas,

chief geologist of the Humble Oil and Refining Company who first announced recovery of oil from the Sunniland well, and E. D. Pressler, area geologist who will have charge of a Florida office the company has established at Tampa, made the firm's report to Gunter.

The Humble Company is an affiliate of the Standard Oil Company of New Jersey, which announced in New York Saturday that an oil well had been successfully completed in the Florida Everglades.

In a prepared statement Attorney General Tom Watson warned the public that the Florida Securities Commission does not have jurisdiction over oil lease dealers. He said:

"The 1943 legislature incorporated into the Florida Securities Commission law a provision requiring dealers in oil leases on production areas in other States to be registered in this State, and subjecting such dealers to the jurisdiction of said securities commission.

"It did not make this law embrace the oil lease dealers handling lands within our State. The public should know that our own law does not furnish the supervision of our State Securities Commission over persons, firms or corporations dealing in the selling of oil leases on Florida lands.

"There is unquestionably going to be great activity in this field now in the light of production from the Humble Oil Company well in Collier County now taking place.

"This means that the legal maxim, let the buyer beware, is an especially applicable and appropriate one in our State in the field of buying and selling oil leases, or other oil securities at the present time."

■ R. C. Alley, West Palm Beach, has been appointed judge of the Palm Beach County criminal court of record to succeed Judge John L. Moore, deceased.

■ Hillsborough River State Park has been closed to hunters and trappers for this winter and the five succeeding seasons by the State Game and Fresh Water Fish Commission.

■ J. Robert McClure, 39, a native of Pensacola and a 1926 graduate of the University of Florida, has been named executive secretary to Governor Holland, succeeding Ralph Davis who resigned to become State director of unemployment compensation.

McClure, who has been practicing law as a junior member of the firm of Davis, Davis and McClure in Madison, resigned his post as Madison County prosecuting attorney to take



NATHAN MAYO

At the request of the Florida State cabinet, the next legislature will be asked to name the State chemistry building in Tallahassee the Nathan Mayo building.

This action was taken by the cabinet, composed of the governor, secretary of State, commissioner of agriculture, State superintendent of education, State treasurer, State comptroller and attorney general, at a recent meeting which came on the twentieth anniversary of the appointment of Mayo as commissioner of agriculture.

Commissioner Mayo was appointed by Governor Cary A. Hardee on Nov. 1, 1923 to succeed the late W. A. McRae, who resigned. He has served in the cabinet with six governors.

The chemistry building, which houses divisions of the department of agriculture and various seed and chemical testing laboratories, was constructed several years ago under direction of Commissioner Mayo from funds collected by his department.

the post. He is married and has two sons.

■ Judge A. L. Johnson, Santa Rosa County, has been assigned to Escambia County for hearings in which the Escambia judge has been disqualified.

■ Ralph H. Farrell, Miami, has been reappointed a member of the State Board of Law Examiners for the fourth district.

■ Millard Davidson, superintendent of the Florida Industrial School for Boys, Marianna, was a recent speaker before the Jacksonville Civitan Club. A past district governor of Rotary and former

(Continued on page 46)



CAPT. ARTHUR GAVIN, USN

Commanding Officer of the Miami Naval Air Station is a native of Wisconsin and became a Naval Aviator in the last war.



LT. COMDR. W. S. HARRIS, USN

Executive Officer of the Miami Naval Air Station.

The Miami Naval Air Station . . .

THE U. S. NAVAL AIR STATION at Miami is one of the larger advanced training stations in this country for Naval and Marine aviators who will soon join a rapidly expanding fleet, and turns out a steady stream of highly specialized and competent young airmen ready to test their prowess in aerial combat.

Prior to arriving at the Miami Air Station, student aviators complete intermediate training at Pensacola, or Corpus Christi, Texas, and already have received their wings with the designation of Naval aviators. They come to Miami as commissioned officers in the largest, toughest naval air force in the world but are not yet ready to meet the enemy.

Behind these newly commissioned aviators are approximately twelve months of rigorous training but they have been learning a lot in a comparatively short time. Here they are put through a comprehensive preoperational course under the critical eyes of instructors who already have scored against the Japanese in many naval engagements.

Fighter, dive bomber and torpedo bomber pilots come and go—they come with their newly acquired wings shining brightly and with plenty of rough edges on their flying ability. When they leave they have acquired polish, many of the rough edges have been smoothed over and they are one important

By **FOY S. EVANS, Ensign USN**
Public Relations Officer
Miami Naval Air Station

step nearer their ultimate goal of duty with the fleet and combat against the enemies of that fleet.

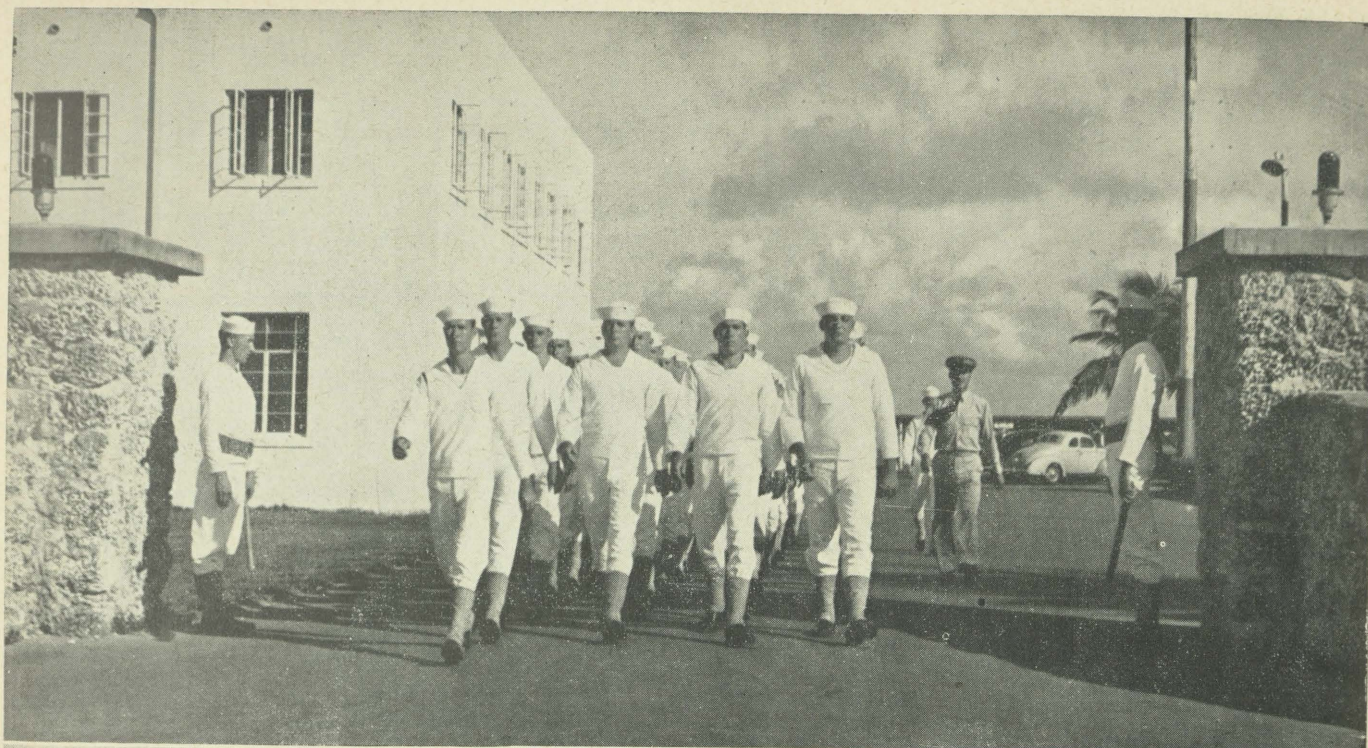
The Miami Naval Station's commanding officer is Captain Arthur Gavin, USN, who came up through the ranks and got his wings during the last war. His executive officer is Annapolis-trained Lieutenant Commander W. S. Harris, also a Naval aviator of wide experience.

A large percentage of the instructors have been decorated for heroism shown in such memorable actions as Midway, Coral Seas, Salamau, Lae, Guadalcanal and other engagements throughout the Southwest Pacific.

★ ★ ★

This is one of a series of articles on Florida military and naval posts being published by Florida Highways. Others in the series included articles on the Army Air Force School of Applied Tactics, Orlando, the U. S. Naval Training Center at the Pensacola Naval Station, the Jacksonville Naval Air Station, Camp Blanding, induction center where thousands of soldiers have received their preliminary training, and MacDill Field, Tampa, where have been developed some of the bomber heroes of this war.

The next post to be featured by Florida Highways is the Second WAC Training Center at Daytona Beach.



—Official U. S. Navy Photograph.

The Miami Naval Air Station (above) has a boot camp where enlisted men are given preliminary training before specializing in various jobs open to them.

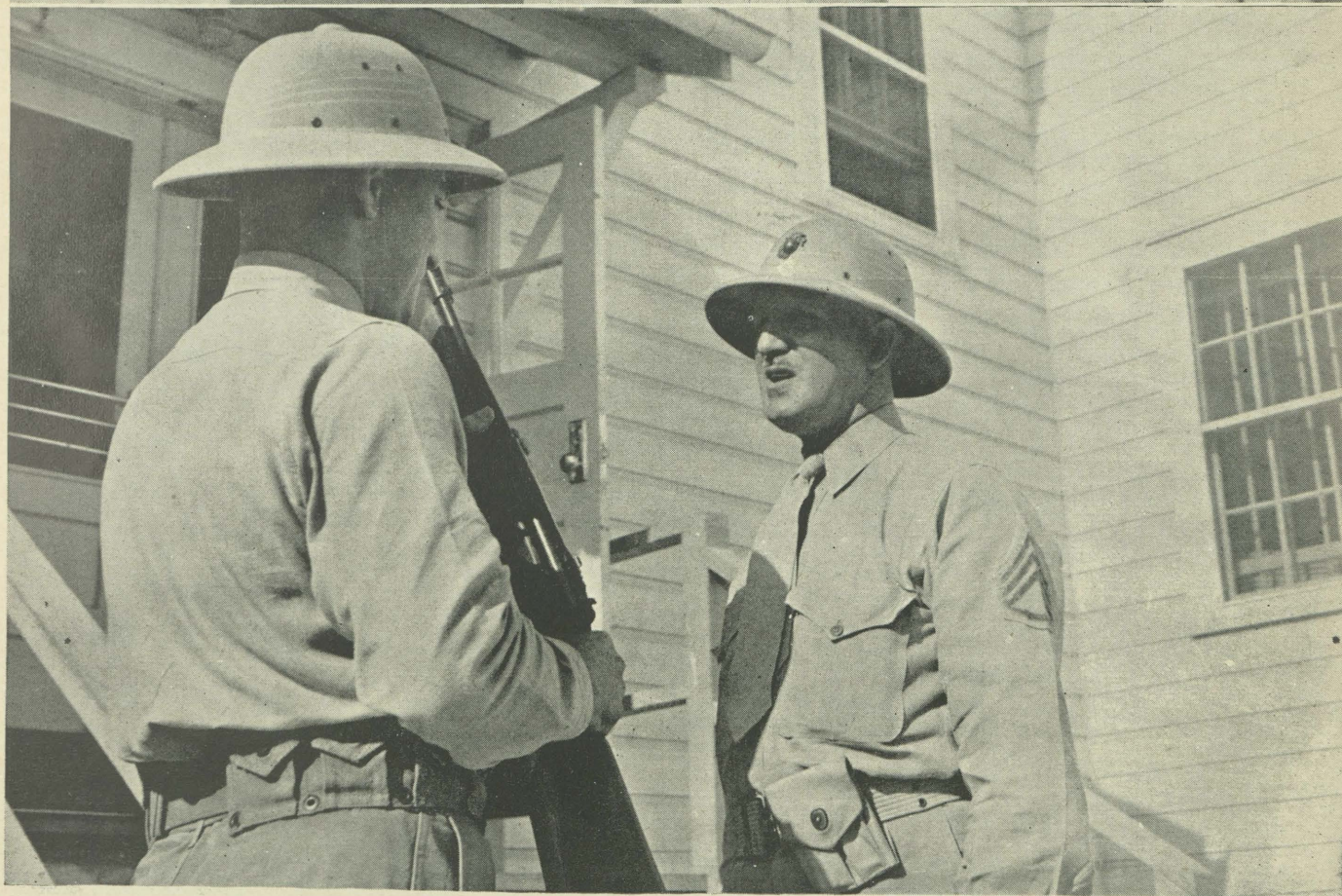
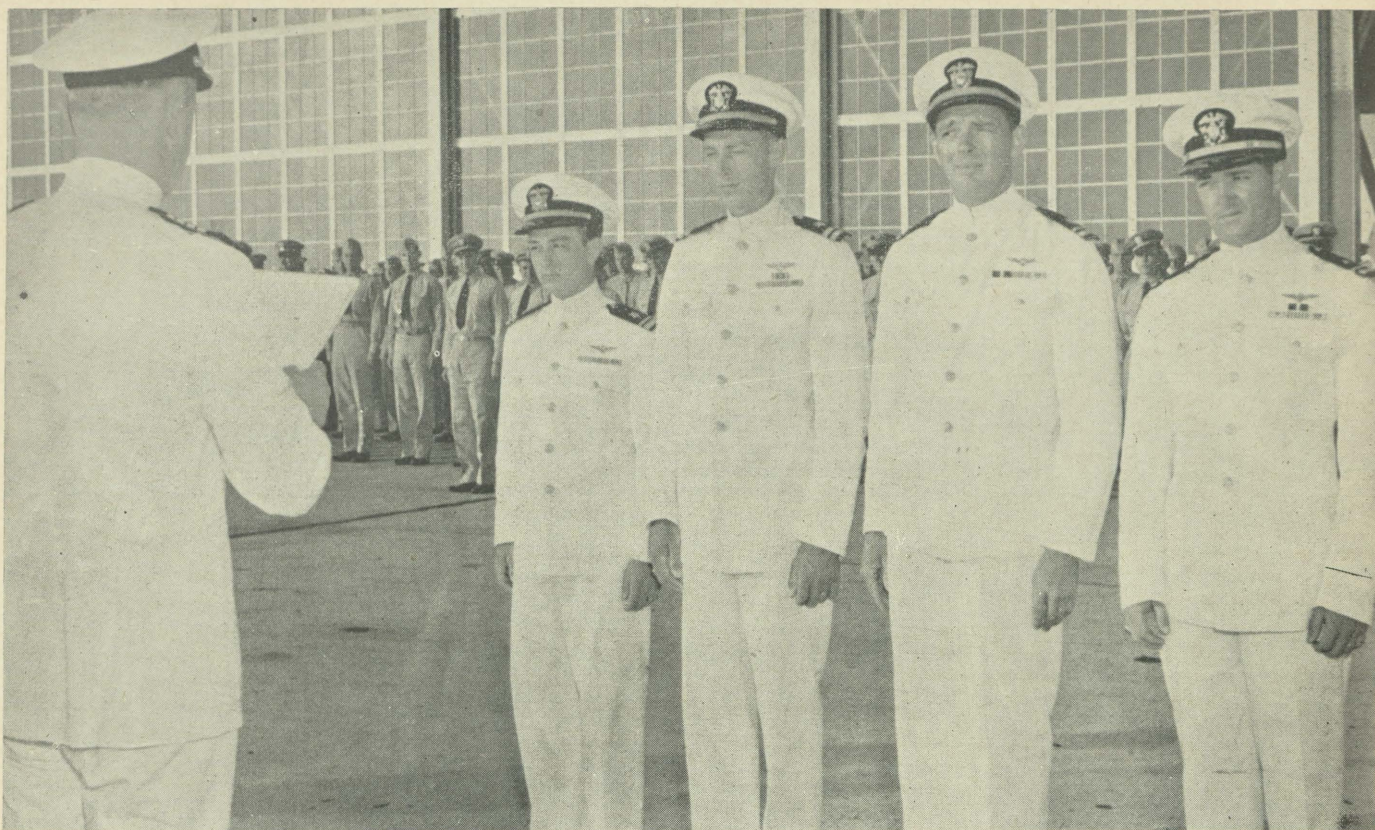
A large number of instructors (below) now attached to the Miami Naval Air Station are officers who saw action against the Japanese throughout the Pacific theatre of war. This group of seasoned instructors get together to discuss tactical problems.



—Official U. S. Navy Photograph.

Student aviators (above) at the Miami Naval Air Station here are seen practicing sending and receiving in a classroom where they are taught radio codes.

An instructor (below) at the Miami Naval Air Station has a final discussion with his student before they go out on a night flying problem in the skies over Biscayne Bay. This instructor has had intimate contact with the enemy in actual battle in the clouds.



—Official U. S. Navy Photograph.

Typical of the caliber of instructors now being used by the Navy to teach young pilots the tricks of aerial warfare are the above four officers who were cited for bravery in combat with the Japanese in the Southwest Pacific. Captain Arthur Gavin, commanding officer, here reads citations to (left to right) Lt. (jg) J. H. Carroum, Lt. K. B. White, Lt. (jg) E. R. Hanson and Lt. (jg) R. P. Gee.

Attached to the Miami Naval Air Station is a detachment of Marines which stands the normal guard duties around the Station and maintains security of the Station. Here Platoon Sergeant Francis H. Martin of St. Petersburg, and a Marine veteran of the last war, inspects one of the Marine sentries while on a tour of duty as Marine Officer of the Day.

FLORIDIANS OUT FOR VICTORY . . .

HATS ARE OFF this month to Postmaster and Mrs. R. A. Swain of Anthony, Marion County, who saw their sixth son, 18-year-old Hamden Earl Swain join the armed services. He went into the Navy.

Four other sons are in the Navy and another is in the Army. They are: James A., 35; Robert A., 33; Edwin H., 31; George H., 26, in the Navy and Clifton F., 29, in the Army engineers. A seventh son, Fred L., is 16 and waiting for his chance to get into the service. The couple also have three daughters.

★ Spessard L. Holland, Jr., son of Florida's governor has won his commission as a second lieutenant in the U. S. Marines. He joined the Marines in March, was chosen from the ranks for officer training.

★ Marine Lieut. Walter "Tiger" Mayberry, former University of Florida football star, reported missing in the Pacific may be alive, according to information received by his father, Tom Mayberry, Daytona Beach.

According to a flying companion, Mayberry's engine was shot out and the last word from him was that he was going to attempt a forced landing on the water between two islands in the Pacific. The fellow aviator declared that he believed Mayberry had a good chance of getting down.

"All hope is not lost," wrote the USMC Lt. Morris Noonan. "The circumstances under which Walter was shot down were bad but not impossible."

Mayberry got four Jap zeros, three of them in his first combat mission.

★ William H. (Bill) Coe, for 14 years managing editor of the Sarasota Herald-Tribune has enlisted in the Navy's Seabees at Jacksonville and has been sent to Camp Peary for training. He will have a chief petty officer's rating.

★ Lt. Joseph Sutton, Orlando, was copilot on a flying fortress which returned to a U. S. bomber station in Britain following a mission over Europe after its radio gunner had been killed and three other gunners had bailed out on the pilot's orders.

After ordering the plane abandoned, when it was hit by cannon fire, the pilot Lt. Robert S. Sable, Riverside, Ill., discovered that the top turret was still manned and that the gunner there was making a stiff fight against the many German planes attacking the ship. He and his copilot decided to stay with it and bring it home. They started firing all the guns they could reach and the Germans decided the plane wasn't a cripple.

Back at their home base they discovered that the shell which exploded

in the radio compartment, killing the radio gunner, had also blown out the communications and torn a large hole in the fuselage. An engine also had been shot out. The plane was brought in with a crew of five through a pack of Nazi fighters.

★ George H. Inman, representative of Bradford County since 1939 and well known in legislative circles for his tobacco auctioneer's chant has joined the Seabees as a chief petty officer. Two brothers are in the Army Air Forces and he has been working in a shipyard since the war started.

★ Staff Sergt. William L. Myers, Arcadia, has been awarded the Distinguished Flying Cross for "acts of extraordinary achievement in aerial flight reflecting the highest credit on the military forces of the United States." He has participated in combat missions totaling more than 200 hours over Burma, Thailand and the Andaman Islands.

★ Lt. (jg) William J. Everett, St. Petersburg, was gunnery officer aboard a destroyer which caught a Jap submarine napping on the surface in the South Pacific and sent it to the bottom with 19 salvos fired in less than five minutes. The first three salvos carried the conning tower away, Everett said in a United Press report of the incident.

★ R. Clyde Simmons, for 11 years clerk of the circuit court in Hardee County has received a chief petty officer's rating in the Seabees. He is a graduate of Stetson law school and also attended the University of Florida.

★ Tech. Sergt. Charlton V. Browning, Bradenton, who climbed outside his B-17 Flying Fortress and straddled the fuselage to take pictures of one of the fiercest battles over Europe, securing photographs of great value to the War Department is reported missing on another mission and is believed to be a prisoner of war in Germany.

Browning crawled outside his plane in the middle of an air battle, which saw Flying Fortresses fighting it out with many Nazi fighters, to get better pictures of the attacking planes and their tactics and kept his camera clicking throughout the fight.

"One of the best boys I've ever seen," said his pilot, 1st Lt. Irving H. Frank, Savannah, Ga.

★ William Rees Lloyd is the name of a destroyer escort launched recently at the Charleston Navy Yard. The craft was christened by the late ensign's mother, Mrs. Ella Lee Lloyd, Monticello. Mrs. John T. Lowrie, Marianna, was matron of honor and Lt. Edgar C. Jones, USN, Jacksonville, former Uni-

versity of Florida football star, was the principal speaker at the launching. Ensign Lloyd was killed at Corregidor.

★ Staff Sergt. Mason O. Proper, St. Petersburg, has received the SFC for participating in raids totaling more than 200 hours in China, French Indo-China and Burma.

★ Tech. Sergt. Sidney Z. Schwartz, Miami Beach, has been awarded an Air Medal for participating in missions totaling more than 100 hours in the India area.

★ Tech. Sergt. Ray W. Smeltzer, Tampa, is third ranking gunner among crews of bombers of the Fifth Air Force in the Southwest Pacific. He has 15 Jap planes to his credit. The top ranking gunner has 17 and the second man 16.

★ Capt. John H. McCullough, Jacksonville, flight leader pilot in the Sicilian campaign was awarded two medals, the Silver Star and the Air Medal, within 10 days. He is the son of Mrs. M. N. McCullough, Jacksonville, a graduate of the Bolles school and also a former student at the University of Florida. In the actions for which he was decorated Captain McCullough was piloting an unarmed, unarmored and unescorted troop carrier aircraft.

★ Richard Warren, Union County school superintendent and a former principal of the Lake Butler high school has entered the Navy Seabees and is in training at Camp Peary.

★ Sergt. Lowell R. Garner, Trenton, was a member of the crew of an American Liberator which sank a 8,000-ton Japanese freighter-transport off New Guinea recently. Two bombs made direct hits.

★ Lt. William H. Gill, Lutz, bomber bombardier, swam back to the wreckage of his bomber after it had crashed returning from an attack on Rabaul and rescued a fellow crewman, keeping him afloat until a rescue boat arrived. He received the Silver Star.

★ The DFC has been awarded to Lt. John O. Pettay, Lakeland, Allied Air Force, "for extraordinary achievement while participating in 50 operational flights over the Southwest Pacific." He is with a troop carrier squadron.

★ Capt. Robert C. Miller, St. Petersburg, who won a row of medals for his achievements as navigator of a Flying Fortress in the Pacific area is back in this country trying for a pilot's wings.

Son of Dr. and Mrs. George E. Miller of St. Petersburg, Captain Miller wears the Silver Star, the Distinguished Flying Cross and the nineteenth Bombardment Group Ribbon, representing four Presidential citations.

He holds a combat record of seven Zeros shot down and at least 500 Japanese killed.

Veteran of 368 combat hours, accumulated on 32 missions, he was in the battle of Coral Sea and the battle for Guadalcanal.

★ 2d Lt. John S. Walker, Ocala, with

(Continued on page 45)

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With County Commissioners

OFFICIALS OF MOST Florida counties are busy with the preparation of foreclosure suits against properties upon which they hold delinquent tax certificates for 1941 or prior years, as a result of the supreme court ruling that these may be collected even though taxes for subsequent or prior years have been paid. The ruling was handed down on October 20 in a suit brought by the Leon County commission against George G. Crawford, Leon County circuit court clerk, to test and clarify procedure under the 1943 revisions of the State ad valorem tax laws.

Circuit Court Clerk Ray E. Green, Pinellas County, commenting on the decision, said: "The ruling on the 1943 law which allows the county to foreclose on delinquent certificates does a great deal to strengthen the tax structure of the county. It will encourage people to pay their taxes more promptly because they know that foreclosure proceedings will be instituted if they do not."

"I am glad that the county took space for display advertising in The Sun and other newspapers to warn the people that they must redeem delinquent certificates. It brought into the county about \$175,000, of great benefit to the schools and other departments that depend upon public tax monies for operation."

■ Collier County, long a leader in practical administration of county affairs, comes up with another statement of policy in its report to citizens and taxpayers prepared by D. Graham Copeland, chairman of the Collier County commission. Its policy is not unlike that expressed by Governor Holland some time ago but goes further in its efforts to avert a return to brush-burning WPA and other activities of public work which marked the late depression.

The Copeland statement, in part, follows:

"In the executive offices of the White House, in the halls of congress, in the capitol at Tallahassee, over the radio and in the press—in fact everywhere—planning for the post-war period is a favorite topic and countless ideas concerning this hydra-headed theme have been advanced. As far as we have been able to gather, practically every idea is bottomed on **spending**. And, the further one gets from Washington the more well-defined is the idea that the **spending** shall be of funds the major portion of which is to come from the National coffers.

"If we except Engels of Michigan, Byrd of Virginia, Cannon of Florida, and a very few others, scarcely a voice is heard heralding the necessity of thrift, the cessation of waste, extravagance and useless expenditure, and the positive elimination of luxury in plan-

ning for the post-war period. Each locality loudly claims its right to a favored position at the trough but proclaims 'State's Rights' and, above all, the privilege of spending without outside interference the contents of the trough to be kept constantly filled by Washington and Tallahassee.

"If, as has been so cogently stated in Col. Knight's letter, it took from 1865 to 1917—more than half a century—to reduce the National debt from 3 billions to slightly less than one billion; if the debt incurred during the first World War were reduced to some 15 billions only at the end of the able administration of Secretary of the Treasury Mellon; if, during the so-called depression, the countless algebraic agencies so managed National spending as to increase in times of peace the debt to some 45 billions with little to show for it other than a WPA-conscious citizenry with the ingrained idea that 'The country owes me a living'—and vastly increased income taxes; if the debt at the end of the second World War stop at a mere 250 billion with victory and a confiscatory income tax to show for it: **Where** may Washington and Tallahassee expect to find additional funds with which to keep the trough filled to the satisfaction of the countless mouths from Canada to the Gulf and from the Atlantic to the Pacific feeding there?"

"Cannot we find some voices of sufficient power, ability and honesty of purpose to drown the clamor and defeat the nefarious schemes of pork barrel demagogues who, in congress, in the legislature, on county boards and in city councils, demand more and more and ever more for their 'deserving folks back home'?"

"While the third war loan just successfully floated is, after all, merely a small fraction of the debt—Secretary Morgenthau stated recently that it was hoped no further borrowing would be necessary during the current calendar year—where will funds be found ten years hence to pay off, or even to pay the interest thereon?"

"In each of the 48 States and probably in each of the Territories, there functions today a Planning Board. To some extent, no doubt, each of these boards plans not to be the hindmost and to present a complete list of those things absolutely essential for the rehabilitation of its State. What a colossal sum the combined requests of all these Planning Boards will make! And, unless definite and widespread action be taken not only in Florida but throughout the Nation to prevent just this, we are constrained to believe that, though the letters and combinations of letters be changed, the post-war period will see agencies of such gigantic size

as to make CWA, PWA, WPA, and kindred names mere pygmies.

"We hold no brief against constructive planning by National, State, county or municipal planning boards, truly representing the interests of their people, but we strenuously adhere to the concept that, sooner or later, **we must pay for what we get**. Therefore, it is our fixed policy to accept no gratuities that will not produce dividends with which to repay.

"Further, it is the determination of your board to saddle you with no taxes, present or future, the administration and expenditure of which will not produce revenues and dividends commensurate with the tax.

"Our State Planning Board has advanced a number of constructive programs, both legislative and administrative but its findings remained locked in its archives and in individual minds until the legislature was in session, when it was too late to clarify its logical conclusions. If the State Planning Board would begin immediately publicizing its program two years in advance of the next legislature session, constructive results might be attained and individual counties and municipalities struggling with their own difficulties might take advantage of the board's storehouse of information.

"It is our thought that you might well bring your power to bear on the State Planning Board to the end that it make the keynote of its post-war planning policy 'Every State, Every County, Every Municipality must care for its own,' and that that policy be extended to the Planning Boards of every State and Territory in the Union.

"Such may, and it is to be hoped it will, bring 'revolution' in the minds not only of thousands of those whom WPA has indoctrinated badly but, more important, in the minds of those carelessly elected to positions of fiscal responsibility whose prime objective is to get new roads leading to friend John's 10-acre farm, new schools for Podunk Crossing, new construction of doubtful need but of potent value to a non-hard-working electorate, etc., ad infinitum.

"Such policy will help materially to stave off bankruptcy, concomitant with social revolution, confiscation and inflation.

"We are proud of what we have been able to accomplish within the county by reducing the heavy load of taxation you bear, but we fully realize that, after all, our work has been 'primary school' merely and that it will be necessary for you to pool your brains with those of thousands of others like you throughout the land in 'university' fashion to prevent your load and their load becoming so heavy as to cause total National collapse and ruin."

Florida Will Be Ready . . .

FLORIDA BUSINESS, commerce and industry will hold its annual conference at Miami Beach December 6 and 7 when members of the Florida State Chamber of Commerce will gather to make plans for the coming year and make sure that "Florida Will Be Ready," the watchword of State leaders in their preparations for the post-war period.

The conference will open in the Roney Plaza Hotel with registration at 9:45 a. m., followed by the general conference at which Leonard K. Thomson, chairman of the program committee and vice president at large of the Florida State Chamber will preside. The keynote address will be given by Prof. W. G. Carleton, University of Florida: "Florida Will Be Ready." This will be followed by an address of Ralph Bradford, Washington, D. C., general manager of the Chamber of Commerce of the United States.

Luncheon will be served in the Wofford Hotel and is sponsored by the Florida Association of Commercial Organization Executives. Its president, W. S. Johnson, head of the Jacksonville Chamber of Commerce, will preside and Judge Selden F. Waldo, president of the Florida Junior Chamber of Commerce, will handle introductions. The address: "Human Rights vs Property Rights," will be given by Frederick Riebel, Jr., Miami Beach, special assistant to the head of the productive division of the Bureau of Aeronautics of the United States Navy.

The afternoon session of the first day will be taken up by a round table over which Carl D. Brorein, Tampa, past president of the State chamber, will preside. G. G. Ware, Leesburg, and J. Saxon Lloyd, Daytona Beach, chairman of the advertising committee, are panel chairmen. Subjects will include post-war planning and State-wide advertising.

The annual banquet, in the Wofford Hotel, will be featured by addresses of Governor Spessard L. Holland and Hon. Joseph E. Davies, former ambassador to Russia. John D. Montgomery, Miami Beach, editor and publisher of the Miami Beach Daily Topics will be toastmaster and the invocation will be said by the Right Rev. William Barry of the Miami Beach St. Patrick's Catholic Rectory. The Florida State Chamber of Commerce annual conservation award will be made at the banquet.

The second day of the conference will open with the business session of the membership of the State chamber at which President W. C. Sherman, Panama City, will preside. Reports of the president, treasurer, vice president and general manager, standing committees and resolutions committees will be heard, followed by election of district directors.

Highlights of Florida's Annual Business and Industry Conference

MONDAY, Dec. 6—Morning. Roney Plaza Hotel. Presiding officer, Leonard K. Thomson. Address of welcome, Charles L. Clements, president Miami Beach Chamber of Commerce. Response, M. J. Foley, vice president, District 1. Announcements, Harold Colee, executive vice president Florida State Chamber of Commerce. Remarks, W. C. Sherman, Panama City, president FSCC. Address "Florida Will Be Ready," Prof. W. G. Carleton, University of Florida. Address "The Human Side of Progress," Ralph Bradford, Washington, D. C., general manager, Chamber of Commerce of the United States.

LUNCHEON—Wofford Hotel. W. S. Johnson, Jacksonville, president Florida Association of Commercial Organization Executives, presiding officer. Address "Human Rights vs Property Rights," Frederick Riebel, Jr., Miami Beach, Bureau of Aeronautics, U. S. Navy.

AFTERNOON—Wofford Hotel. Round Table. Carl D. Brorein, Tampa, general chairman. G. G. Ware, Leesburg, J. Saxon Lloyd, Daytona Beach, panel chairmen. Subjects: Postwar Planning, State-wide Advertising.

NIGHT—Annual banquet. Toastmaster, John D. Montgomery, Miami Beach. Presentation of FSCC annual conservation award. Address, Hon. Spessard L. Holland, governor of Florida. Address, Hon. Joseph E. Davies, Washington, D. C., former U. S. Ambassador to Russia.

TUESDAY, Dec. 7—Morning. President W. C. Sherman presiding in business session of membership. Reports of officers. Luncheon. Election of officers and directors at large.

The annual board of directors meeting will be held following luncheon when election of officers and directors-at-large will be named. Adjournment will follow.

In accepting Executive Vice President Harold Colee's invitation to address the annual banquet, Governor Holland said:

"Having been a member of the board of directors of the State chamber for many years and having a thorough knowledge of its activities, I consider the meeting this year of outstanding importance because of the many serious wartime and post-war problems in which this State-wide organization of business and industrial leaders must play a leading part.

"The program worked out at this meeting will undoubtedly be reflected in the future progress of Florida, and I sincerely hope that every person who can possibly do so will attend and give our State, through this organization, the benefit of his experience and advice. I anticipate a splendid meeting."

Joseph E. Davies, a resident, citizen and taxpayer of Florida and author of the book "Mission to Moscow," is expected to tell of Russian conditions, so much in the news of the day. While a figure of international importance, the former ambassador to Russia has a keen interest in the future development of Florida.

Frederick Reibel, Jr., principal speaker at the luncheon on the first day was formerly president of the

Brewster Aeronautical Corporation and is an industrialist of wide experience. He now has charge of several Southern States, including Florida, for the production division of the U. S. Navy.

The committee on National affairs is expected to make one of the most important reports of the conference. This committee, headed by J. A. Griffin, Tampa, includes W. A. Leffler, Sanford; A. Y. Milam, Jacksonville; Harry A. Lurton, Pensacola; John D. Clark, Waverly; J. F. Riley, Palm Beach; John D. Harris, St. Petersburg; W. Bond Collins, Miami Beach; McGregor Smith, Miami.

"Prior to cessation of hostilities our National congress will be considering many legislative problems. All forms of business will be affected. Consideration is now being given to a new tax bill, changes in renegotiations of war contracts, manpower control, labor regulations, subsidies, and post-war collaboration," Sherman said, in announcing the National affairs group.

"We know, too, when the war does come to an end, much legislation will be presented to rescind laws now in effect as emergency measures. There will also be problems and proposals that may retard business in its responsibility of providing for those discharged from our fighting forces and for the millions of men and women now employed in war industries.

"Our committee on National affairs will analyze the scope and effect of all
(Continued on page 43)

"Racket" Charge Disproven . . .

SUPERINTENDENT COLIN ENGLISH and the Florida textbook system have been given a clean bill of health by the legislative committee appointed to investigate charges of Senator Raymond Sheldon, Tampa, that the system was "a racket." The committee, headed by Senator W. A. Shands, Gainesville, in a letter to Senate President Philip D. Beall, Pensacola, said:

"After exhaustive study of the evidence presented, the committee finds that the Florida textbook system has been administered efficiently, and there is nothing on which the committee would question the integrity or honesty of Mr. English, the head of this department or his associates."

The Shands committee met in Tallahassee July 27 last, and, according to the chairman's letter today, "inquired into every matter that could be thought of by the committee, and also everything suggested by different citizens."

"In every instance," the letter continued, "we found Mr. English most cooperative, even to the extent of giving the committee access to his bank accounts and income tax reports."

Shands said the committee caused an audit of the school department to be made, but that the audit would require study by the committee members before any comment could be made upon it.

The letter detailed the method employed in selecting, purchasing and handling new textbooks. The steps were:

1. New textbooks are adopted only after approval by the entire State Board of Education.

2. After agreement on adoption, all publishers are asked to submit books to a rating board, composed of seven classroom teachers in the field being considered, who choose the three best.

3. The State Board of Education contracts for one of the three recommended books, basing their choice upon urgency of the rating board recommendation and price.

4. All contracts provide that if a publisher offers another State a lower price, the lower price automatically is made available to Florida.

5. The State Department of Education reviews all contracts in force and occasionally obtains renegotiations.

6. After a new textbook is adopted it is absorbed into the Florida system gradually, to avoid waste of serviceable books.

7. Through a State Department of Education exchange warehouse all books not in use in any county are called in and transferred to other counties where shortages may exist.

In the last step, Shands pointed out, many of the old books could be rebound and repaired with considerable

Report of Auditor Shows Florida Free School Books Cost Is Lower

Cost of free textbooks distributed to Florida schools during the past five years "is lower than any other State having a comparable textbook program," according to a report of State Auditor Bryan Willis who has just finished a study of purchases by this and other States.

"I am very happy," English said, "that the special senate committee has rendered such a comprehensive statement on the textbook operations of the State Department and has approved its efficiency, honesty and integrity."

"In this connection I am now permitted to quote from the senate committee's audit figures which reveal a saving in five years of \$960,000 for textbooks in Florida as compared with costs in the next lowest State offering comparable service by issuing books through the first 12 grades."

The audit shows that the average cost per pupil for free textbooks in Florida during the five years from July 1, 1937 to June 30, 1943 was 94 cents.

Comparable textbook distributions are made in Louisiana, Georgia and Texas. The Louisiana cost was \$1.62, Georgia's was \$1.52 and Texas' \$1.42.

English said the 48-cent differential between Texas and Florida "applied to approximately 400,000 students in Florida, shows that this State in five years has spent \$960,000 less than its nearest competitor in economy."

"Including time elapsed since the audit period, the total Florida saving is now more than \$1,000,000."

saving, but the law requires the work to be done by a Florida concern.

Shands said there was only one such concern in the State that would bid on the work and that evidence developed at the committee's hearing showed their bid was rejected "on account of apparently being excessive and lack of competition."

Shands said the committee, composed of Senators J. Ed Baker, Umatilla; John Beacham, West Palm Beach; James Franklin, Fort Myers; Walter Rose, Orlando; would submit a more complete report to the senate at the 1945 session.

Governor Calls For Decrease In Speed

Death of 46 persons in Florida traffic accidents during October, as announced by J. J. Gilliam, director of the Florida Department of Public Safety, coupled with information from government officials that the next nine months will be the severest of any past period in the rubber crisis, brought an appeal from Governor Holland last month for lower speed on Florida highways.

The October death report represented a 78 percent increase over the number killed on highways during the same period last year. The report showed 357 accidents, 70 of which involved military personnel. Thirty-two of the fatalities came in rural sec-

tions and three of those killed were service men.

Holland said he has been informed by government officials and military authorities that the shortage of rubber for civilian use is more acute now than ever before and that the next nine months will be the severest of any past period.

"It is a clear patriotic duty of civilians to strictly observe the limit," Governor Holland said.

"It is an absolute necessity that we provide more gas and rubber for our military forces for the coming invasion of Europe and for the offensives on all other fronts."

Governor Holland said he has received copies of orders from all Navy and Army base commanders in Florida, directing their military and civilian personnel to observe the 35-mile-an-hour limit, not only in government vehicles but in private cars as well, and civilian authorities have been asked to report any violations of the limit by military personnel.

In a proclamation issued October 2, 1942, Governor Holland called on all motorists to observe the limit and today he declared that if they do not do this as a patriotic duty and safety measure it will be necessary for civilian authorities to report all violations to OPA rationing officials.

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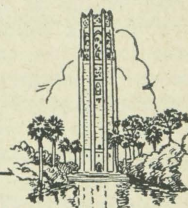
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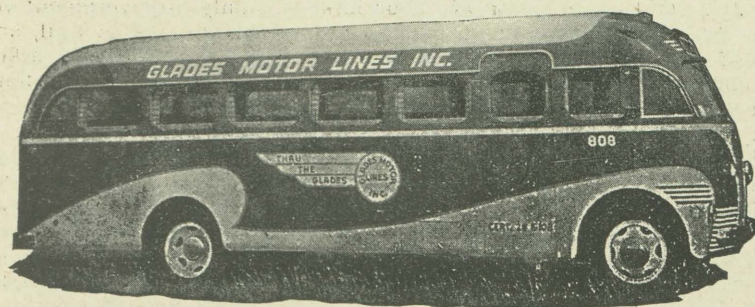
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Florida Old Folks Receive Aid . . .

FLORIDA'S OLD FOLKS received \$18,429 more in old-age assistance payments in October than they did in September—\$630,591 against \$612,162—according to report of Leland W. Hiatt, State welfare commissioner, at a meeting of the State Welfare Board held in Jacksonville.

The October payments were at the annual rate of \$7,567,092, compared to an annual rate of \$7,345,944 for September, an increase of \$221,148.

During October 4,339 cases were reviewed by district welfare staff, 3,432 of these being granted increases. This brought the total number of cases reviewed since additional funds became available to 8,204 as of October 15, when the rolls were closed for the month. The average grant for October was given as \$15.70, an increase over the \$15.16 average of September.

Since investigations by social work staff revealed that need had not justified an increase of grant in nearly 25 percent of the cases reviewed so far, those benefiting will receive an average of \$615. Hiatt pointed out.

He stressed the fact that the investigations were being speeded up by district welfare staff and that November like October would show an increase over the preceding month.

The board honored J. D. Carroll of Pensacola, its newest member, by electing him secretary to succeed his fellow townsman, Albert R. Caro, whom he replaced as a board member.

Standing committees were elected as follows:

General administrative: O. C. Minton, Emmett Safay, J. D. Carroll, D. A. Faulk.

Personnel: O. C. Minton, D. W. Ireland, D. A. Faulk.

Social service: W. J. Gardiner, J. D. Carroll, Emmett Safay, D. W. Ireland.

The board adopted procedures for restoring to the rolls without loss of grant those recipients of public assistance who had been dropped upon accepting private employment. Their names will be placed upon a supplemental payroll without board action, so that they will not be penalized by any loss of income for the period between the termination of employment and restoration of grant. This action simplified a former procedure, both being designed to encourage recipients who are physically able to accept employment during the war emergency.

Public assistance recipients, under another resolution, will be continued on the rolls when residing out of the State of Florida until eligible for assistance in the State to which they have migrated, provided that such assistance shall not continue for a period greater than one year.

Some States, an inquiry had revealed, require five years residence within the State to establish eligibility for public assistance, while many others

require only one year's residence. Board members pointed out that it would be an economy to continue payments to recipients who might become permanent residents of other States as well as a contribution to the welfare of those who could find homes with relatives elsewhere in the event their grants were continued.

After considerable discussion, during which it was pointed out that the State welfare act requires that it "is the duty of the board" to receive and distribute all commodities donated by the United States or any agency thereof," the following resolution was adopted:

"Resolved, that we will continue the surplus commodity program for a period of three months from November 1, 1943, provided the board of commissioners for State institutions will contribute towards the overhead \$400 per month and in addition that the director of the commodity department will try to secure from the school boards in the various counties contributions in

money or services in proportion to the amount of surplus commodities distributed to them."

The Federal government, it was explained, had discontinued the distribution of surpluses in the State some months ago but had since furnished State institutions and schools participating in the school lunch program commodities that would otherwise be wasted by spoilage. Walter F. Catling, director of the commodity division, stated that the value of these commodities was slightly in excess of \$44,000. He estimated that commodity distribution could be continued to schools and State institutions for approximately \$11,000 per year, and declared that the commodity division should be abolished if it failed to produce ten dollars in free foodstuffs for each dollar of operation cost. He announced that an allotment of 330,000 pounds of potatoes, made last Friday, had been increased overnight to 495,000 pounds.

Dr. E. D. Hinckley of Gainesville, merit system director, presented some suggested changes in merit system procedure, as recommended by the merit system council, and these were adopted.

Florida's Livestock Industry Still A "Yearling," Says State Chamber

Although more than 175 million dollars have been invested in Florida livestock, pastures, fences and land, the State's livestock industry is still a "yearling," according to a report of the research division of the Florida State Chamber of Commerce.

"Florida's income from livestock went up 45 percent during the first seven months of 1943 over a similar period last year," the report says.

"An estimated 1,444,960 beef cattle, worth more than \$50,000,000 at present market prices roam Florida ranges.

"Florida is the leading cattle range State in the Southeast and ranks third in the United States, according to the U. S. Department of Agriculture figures and definitions.

"Floridians' investment in dairying amounts to \$55,000,000.

"The future of the Florida cattle industry lies in its continued improvement of tropical cattle feeds and breeds.

"Less than 700,000 acres of pasture, out of 25,000,000 suitable acres have been cleared of prickly undergrowth and seeded or sodded, but this is proceeding at the rate of nearly 100,000 acres a year.

"Plantings of imported high-protein grass and development of cattle feed from Florida citrus rind, sweet potatoes, molasses, and lemon grass are producing fat cattle that can be sold at top prices. These prices, publicized at 11 auction centers in Florida, are a powerful argument for modern methods.

"Florida consumes nearly twice as much beef and more than twice as much pork as it produces but which could be produced here better and cheaper.

"Much range stock is exported from Florida to be fattened elsewhere, and returned here to be sold at top prices as Western beef.

"Meat scarcity in Florida is nearly past. The removal of quota restrictions from slaughter houses during September and October has resulted in plentiful supplies of beef moving to market to avoid overcrowding of slow-growing winter ranges.

"The cold weather movement of peanut-fed hogs, which started to the slaughter houses last month is likely to produce not only a plentiful supply of pork but also lower meat prices.

"Florida has 645,000 hogs worth on an average about \$17 for 150-pound hogs, according to L. H. Lewis of the Florida Marketing Bureau.

"Florida once was first in the cattle business—when Ponce de Leon landed cattle here in 1521. If our possibilities are fully developed, Florida can be first again," the report said in conclusion.

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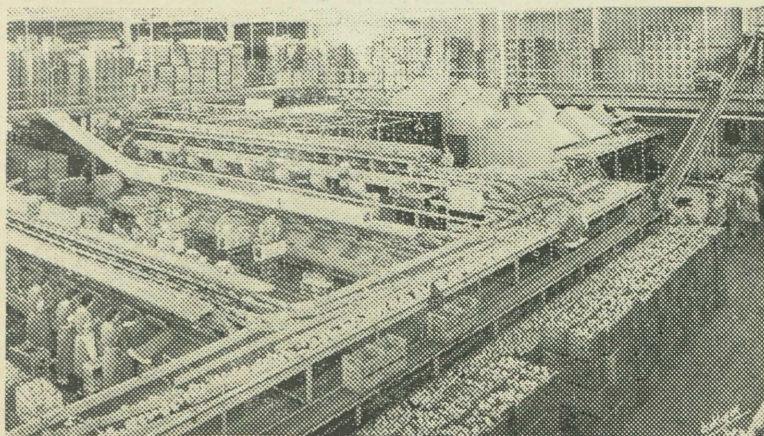
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View of equipment yard of McLean Iron Works, where all types of equipment is rebuilt.

Palatka Plant Fills Equipment Needs

RECOGNIZING THE NEED in Florida for a centrally located plant capable of handling, servicing and renting construction, industrial and road-building machinery, E. H. Sims, formerly mechanical advisor and assistant superintendent of the South Atlantic Division Equipment Pool, Atlanta, has joined with E. C. McLean, owner of the McLean Iron Works, Palatka, in the organization of the McLean-Sims Machinery Company for that purpose, according to announcement last month.

The new company is being operated conjunctively with the McLean Company at Palatka, already a name well known among road-building equipment and heavy machinery people, and is equipped and capable of handling re-

pairs, servicing and reconstruction of all kinds of heavy machinery from tractors to an 80-inch double-head car wheel. The firm also will handle sales and rentals of construction, industrial and road machinery.

Mr. Sims is president and sales manager, Mr. McLean is vice president and treasurer and Ruby Frances McLean is secretary. Mr. McLean will continue the ownership and operation of the McLean Iron Works, which will continue to serve its customers as in the past and in addition will supply the repair facilities for business secured by the new company.

Mr. McLean is a past president of the Lions Club, past exalted ruler of the Elks Club, a Shriner, member of the Kiwanis Club and a member of the American Road Builders' Association. He has for 21 years been in the machine shop and foundry business and has had unlimited experience in the business of heavy machinery repair.

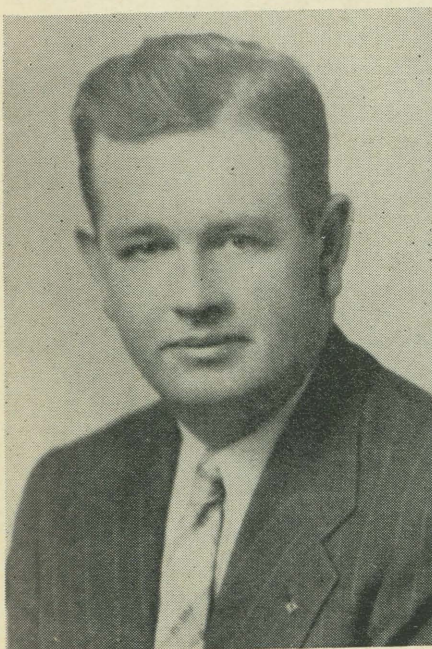
Mr. Sims is a licensed professional engineer, civil and mechanical, and a graduate of Auburn, 1920, a member of the Kappa Alpha fraternity and Thendara. He is a member of the American Planning and Civic Association, the first superintendent and director of the division of parks, department of natural resources, State of Georgia and has had 23 years experience in professional engineering and technical sales. He has previously been connected with the Georgia State Highway Department, the Dixie Culvert & Metal Company, the Yancey Tractor Company and the T. C. & I. railroad. Both of the new company officials are well known in the construction industry throughout the Southern States.

An aggressive, experienced sales force is being organized and a competent factory-trained service department will be maintained.

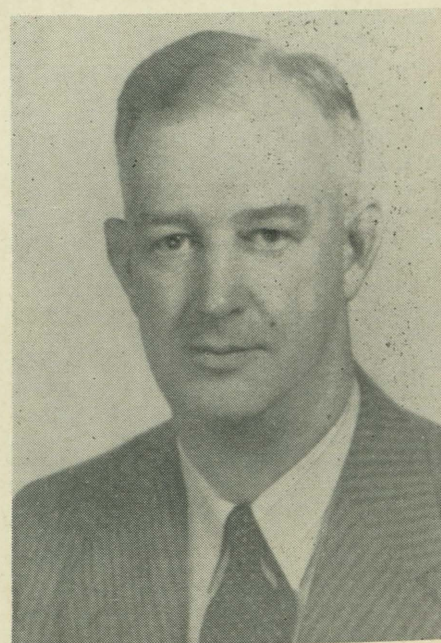
The McLean Iron Works is one of the largest and best equipped plants in the South for handling general machine work, plate fabrication, cast iron and brass founding, motor rebuilding, servicing of heavy contractors, mining and road-building equipment. It has manufactured to date approximately 6,000 top and bottom rollers for caterpillar D-7 and D-8 tractors which have been shipped throughout the United States and Canada. It has developed an improved design of Caterpillar D-8 bottom rollers which meets with general approval throughout the industry.

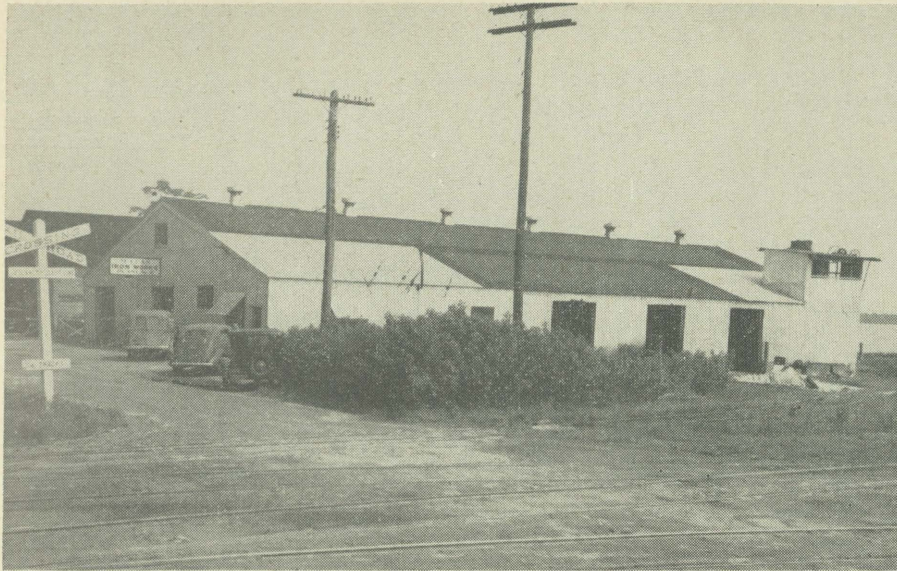
Aside from its war effort in extending the life of equipment at a time when the war program prevents manufacture of new machinery, the Palatka

E. C. McLEAN



E. H. SIMS





Plant No. 2 of McLean Iron Works.

company has performed some direct work toward winning the war by manufacturing ship material for various shipyards. Recently the plant fabricated 300 40x40-inch bending slabs and 900 60x60-inch bending slabs, and it has the machinery to handle this sort of work with the greatest expediency.

The plant, which has a capital value of some \$200,000 and employs 150 workmen has turned out more than a half million dollars worth of war orders, including machine work for ships, steel fabricated ship parts, bending slab plates, heavy equipment rebuilding for Army engineers, in addition to handling its regular customers on their requirements for job machine work, grate bars and repair work. The company also handles a line of heavy machinery as dealer and distributor and maintains parts and renders service on such equipment.

Facilities of the plant include a complete machine shop for handling work up to seven-foot diameter car wheel size jobs, a welding shop for the fabrication of special structural steel parts and welding repair jobs, a complete job foundry, diesel and gasoline motor rebuilding plant. The factory has 24,000 square feet of factory area under roof and an entire area of 175,000 square feet. Unusual features include aside from the car wheel lathe, a 250-ton hydraulic press, 36-inch by 20-foot Sidney lathe and 21-inch turret lathe.

The plant is located on U. S. Highways 14, 17 and 28 and is also served by the Atlantic Coast Line, Southern and Florida East Coast railways, having its own 400 feet of siding. The No. 2 plant, also located in Palatka is on the Atlantic Coast Line and has a 30-foot-depth water landing on the St. Johns River.

The plant carries a good stock of structural shapes, plates, bars, cold rolled steel, bearing metals, tools, pig iron and allied raw materials, enabling

it to give prompt service. Of grate bars, crawler type tractor roller assemblies and like standard items that are manufactured by the firm, a large stock is carried for prompt shipment.

"As rapidly as inquiries justify we plan to put in tool and die-making facilities to augment our turret lathe facilities, punch presses, gear generating machines such as Barber-Coleman and Fellows bevel gear machines," said Mr. McLean. "Being located strategically in Florida's coming industrial development area, we are maintaining and shall attempt to maintain at all times complete facilities for any type of regular work or manufacturing that is likely to be needed in this area."

A recent glance into the repair yard of the Palatka plant saw a Jager concrete mixer, P. & H. dragline, Pahe dragline bucket, Caterpillar tractor, Koehring shovel, LeTourneau scraper,

Stamps Is Selected Truckers President

W. Olin Stamps, Jacksonville, was reelected president of the Florida Trucking Association, Inc., at the annual meeting held last month in Hotel George Washington, Jacksonville.

The meeting was streamlined to a one-day session because of the war and the necessity for members to be on their jobs to keep essential materials rolling. The principal talk was made by Shipley D. Burton, Washington, D. C., a representative of the American Truckers Association with which the State organization is affiliated.

James C. Morton, Waverly, was chosen senior vice president and Joseph F. Smalley, Tampa, was reelected secretary and treasurer.

Chairmen and vice presidents are Sidney Allen of the regular route common carrier division; G. W. McCoy, irregular route common carrier division; Sam A. Millner, household goods carrier division; L. W. Holstun, contract carrier division; George B. Collins, local cartage division; T. H. Shealey, private carrier division; S. O. Chase, Jr., exempt private carrier division; H. E. Moredock, allied industries division.

Directors at large are L. A. Raulerson, M. C. Lowe, Harry B. Forehand, Birt Reid, Fred Sanford, E. H. Freeman, W. S. Paulk, Martin Johnson, Bob Holland.

Loraine shovel and dragline under repairs. Other repaired and rebuilt jobs handled include Byers shovel and dragline, Link-Belt speeder, Pahe dragline, Osgood shovel and dragline, Hayward clamshell, Hendrix dragline bucket, Kohler light plant, B. B. conveyor, Lima dragline, Ransome paver, Blaw Knox mixer, Hobart welding machine, Omaha dragline and Jager mixer.

Rear view of machine shop. Service truck in foreground.



Drillers Strike Oil In Everglades . .

"It sounds like good news, but let's not be over optimistic," was the comment of Governor Holland in Tallahassee when the Standard Oil Company (New Jersey) announced from New York the discovery of oil in the Everglades.

If oil is produced in commercial quantities in the Everglades, the State of Florida will be the greatest benefactor because it is the principal landowner.

The announcement from New York follows an earlier one from Fort Myers by the Humble Oil Company stating that its Sunniland well had produced "salt water with a bonafide showing of very dark oil." The New York announcement was by Wallace Pratt, geologist and vice president of Standard, and was much more specific than the Humble statement. He stated that oil in the well had risen to within a few feet of the surface and that 400 barrels of crude, mixed with salt water, had been bailed out. He declared that the jet black oil was of a heavy crude type high in fuel content.

The State of Florida has sold oil leases on more than 175,000 acres of public lands in the Everglades in recent months and had just received an offer from Governor Allred of \$109,000 for mineral leases on some 1,000,000 acres.

Under all of its leases the State will get a royalty of one-eighth (the usual prevailing rate) of the production if oil is struck. In addition, each lease calls for an additional 10 cents per acre rental and provide for drilling within certain periods.

The Humble Oil Company holds two leases, one on 2,440 acres in Collier County about six miles from the concern's well at Sunniland where oil was reported discovered. In that one, the company was given credit for drilling the Sunniland well—which is on private property—and no other drilling is required, except under the general State law which provides that all leases expire in five years unless a well has been drilled.

The Humble Oil Company also has a 105,000-acre lease on Dade County land which calls for drilling within six months. If oil is discovered, the company agrees to give the State a bonus of 90 cents an acre, to be paid by proceeds from the sale of every thirty-second barrel produced.

Other leases are held by the Cracker Oil Company of Fort Lauderdale, 14,000 acres in Dade County; and the Consumers Oil and Gas Company of Miami on 4,900 acres. The rental price in both cases is a flat 10 cents an acre.

Former Gov. William V. Allred of Texas has offered 10 cents an acre per year for a 10-year lease on more than a million acres of State-owned Everglades land, but the State cabinet has not acted on his proposal.

State officials estimated that thousands of acres of private lands in Florida also are under oil lease, but could give no definite figures or terms.

In addition to the outright leases, the State has entered three exploration contracts covering submerged and marginal State lands on the entire Gulf Coast and extending several miles into the Gulf of Mexico.

For a payment of \$500 each, prescribed by State law, the explorers agree to make tests and report their findings to the State. At the end of 18 months of testing, the holders may lease blocks on which they want to drill and all the findings of their tests on other areas will be filed for public information.

The Florida Oil Land Exploration Company of Chipley holds an exploration lease on the Gulf Coast from the Perdido River to the Apalachicola River; the Arnold Oil and Exploration Company of Groveland, holds a similar lease on the area from the Apalachicola River to Naples, and William G. Blanchard and J. P. Scranton have an exploration agreement for coastal lands from Naples to Biscayne Bay.

Exploration agreements were authorized by the 1941 legislature at the same time it offered a reward of \$50,000 and 40,000 acres of oil leases for the first operator who discovers oil in commercial quantities in Florida.

The reward—still unclaimed—will be offered only until June 4, 1946. Oil in commercial quantities is defined as being "in such quantities for a period of 30 days after completion of the well" that the producer "may in any manner commercially dispose of such petroleum or gas."

The first commercial producer also will be entitled to select four tracts of State land, up to 10,000 acres each, and receive a five-year rent-free lease on them. However, the State could still reserve its one-eighth royalty on oil from the area.

The \$50,000 cash reward must come from proceeds of oil leases on State lands.

Many Tax Revenues To Show Decreases

Indicated increase in revenue from the cigarette tax is likely to be no more than enough to offset decreases in revenue from other State taxes, according to Governor Spessard L. Holland, commenting on the fact that the State probably will get nearer \$5,000,000 than \$3,500,000 from the levy on smokes. The revenue from the tax enacted by the 1943 legislature has amounted to near \$2,000,000 for the first four months of its operation.

This is offset by a decrease of 17 percent in liquor tax revenues for

October, a decrease which is likely to grow because of the shortage of liquor.

"Considering the fact that there will be other losses, such as decreased revenue from automobile license tags and occupational licenses, it seems to me that the larger revenue of the cigarette tax than had been anticipated will just about offset losses that seem certain," the governor declared.

Automobile tag receipts last year were about eight percent below the preceding year, he said, and "there seems no reason to figure the loss this year will not be that great or perhaps greater" because more cars are being taken off the roads.

Holland said he had hoped to have "a substantial overage at the end of this fiscal year, but at the present stage I can't anticipate any overage."

"If we could enter the second year of the biennium with a million dollars on hand it would be grand," he declared.

The million-dollar balance at the end of the last fiscal year, June 30 came largely from surplus school funds, but the governor said "anything we have left this year is going to have to be from general revenue."

Automobile tag receipts and part of the beverage collections go to the schools.

The governor said half a million dollars had just been formally released for aid to dependent children and that taxes earmarked for that purpose will not take care of the full amount.

The rest must come from the general revenue fund.

Warns of WPA Unless Cities Plan Projects

Florida cities are in for another WPA unless they are prepared to start on post-war projects immediately after the war, according to warning of Maj. Gen. Philip B. Fleming, Federal Works Administrator, in a Miami address.

General Fleming urged citizens to determine immediately their potential post-war populations, then proceed to make preliminary plans for construction.

Half Light Dangerous

By far the greatest number of traffic accidents occur between the hours of 5 p. m. and 9 p. m. One of the principal reasons for this is that vision is more difficult because of the necessary adjustment from day to artificial light. Some cars have headlights on, others do not. Drivers must be ready for either. Pedestrians, particularly, must be watchful during these hours when motorists are hurrying home from work.

One hundred pounds of waste paper will make 115 boxes each containing ten 20mm. shells.

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Ringling Art Museum Tangle About Straight

This winter may see the Ringling Art Museum, with its \$15,000,000 worth of rare paintings, accepted from the John Ringling estate by the State of Florida.

Secretary of State R. A. Gray and State School Superintendent Colin English, as representatives of the State cabinet, recently returned from the East where they conferred with executors and managers, with the information that sales of assets may soon bring the estate to the status demanded by the legislature—free of debt. Sale of Montana ranch lands and short-line railroads owned by the estate is expected to bring a sufficient amount to clear off at least \$500,000 of the indebtedness.

The major obligations include a \$207,000 note with the Florida National Bank and some \$200,000 in attorney fees now being contested in the courts. The Sarasota County court, in which county the museum is located, has charge of the estate and must pass on all negotiations toward clearing it of debt.

Besides 30 percent of the stock in the circus he and his brothers owned, John Ringling had oil leases in Oklahoma; railroads in Missouri, Texas and Montana; resort properties, hotels and grazing lands in Florida; the Montana Ranch; the Art Museum; the mansion which was his home at Sarasota, and stocks and bonds.

But the properties were bound up by interlocking ownership of stocks in various Ringling corporations, and many of them had been pledged as security for loans Ringling obtained before his death. About the only thing that was making money when the will was filed was the circus.

In the first five years after Ringling's death the income from the big estate totaled only \$329,924, and the executors spent \$155,826 of that maintaining and preserving the property.

The major claim against the estate was \$3,451,000 for Federal income taxes. It was settled for \$850,000, which was raised partly by a \$525,000 loan from a New York bank with the whole estate pledged as security.

As conferences continued and closer cooperation between the State cabinet and executors of the estate resulted, the loan was repaid—largely from circus earnings—to the point at which \$330,000 was borrowed at lower interest from a Florida bank to wipe out the New York loan and at the same time pay a \$150,000 claim of Mrs. Ida Ringling North for money her brother had borrowed from her.

Two months ago the balance left on the Florida bank note was \$220,000, and \$30,000 from the estate's share of circus profits this year was on hand to be applied against it.

However, the Art Museum was in dire need of repair. Most serious fault

was that the roof was leaking and there was danger of severe damage to the priceless paintings.

So the bank agreed to let \$17,000 of the \$30,000 on hand go to repairing the building. The work is now underway.

With the sale of the short-line railroads and the Montana ranch expected to provide cash to wipe out the biggest obligations, the estate still will have properties valuable enough to defray other costs and debts and probably leave a considerable surplus.

There is the 33,000-acre Sugar Bowl Ranch in Sarasota County, for which a contract of sale at \$3.50 an acre recently was made but is being contested in court; about seven miles of beach front property near Sarasota; one operating and one half-completed hotel at Sarasota—and the circus, which through September 18 had gross receipts of \$3,367,000 for this year.

Patrol Short Wave System Is Effective

Although it is not yet complete, the short wave radio system of the Florida Highway Patrol is working effectively and already proving its worth to law enforcement in the State.

Six 250-watt stations are in operation at Tallahassee State headquarters, Camp Blanding, Ocala, Bartow, Fort Myers and Fort Lauderdale.

These stations have a sending and receiving radius of 150 miles—although they frequently pick up broadcasts from as far away as Connecticut under favorable conditions.

There are 50-watt stations, that can send and receive at least 50 miles, at Chipley, Lake City, Jacksonville and DeLand. One eventually will be built at Tampa.

About 50 of the patrol's cars have 50-watt, two-way sets. They can send and receive car-to-car at least 25 miles, and pick up stations sending from much farther away.

Where there are no highway patrol stations, some cars have sets tuned to local police and sheriffs' office wave lengths. Patrol headquarters can work the local officers' by telephone.

Eventually, the plan is for major city police and sheriffs' offices to have receiving sets on the highway patrol frequency.

Director Jesse J. Gilliam of the highway patrol plans also to have two-way communications with Alabama State Patrol headquarters at Montgomery and the Georgia Patrol headquarters at Albany. That will throw three State-wide systems into close cooperation.

The value of the set-up already has been shown. With it, a police ring was quickly thrown around two men wanted for armed robbery and murder in another State, and they were captured in short order near Lake City.

In another case, a man suspected of murder was caught fleeing in a

stolen automobile within minutes after the highway patrol broadcast its report.

With the radio, the number of highway patrolmen assigned to handle a military convoy has been reduced sharply.

One car at the front of the column and one behind, using car-to-car radio, can have the convoy under control constantly by reporting drop-outs, minor accidents and other information necessary for orderly movement.

Counties May Enter Suits of Foreclosure

Counties may enter foreclosure proceedings this year against lands for which they hold delinquent tax certificates for 1941 or prior years, even though taxes for subsequent years have been paid, according to ruling of the Florida supreme court.

The decision was handed down in a suit brought by the Leon County clerk, to test and clarify procedure under 1943 revisions of the State ad valorem tax laws.

Circuit court clerks are required by the new laws to make up lists of all lands on which delinquent tax certificates two years old are held by their counties.

These lists must be certified to the county commissions within 90 days after the certificates become two years old.

The county commissions then must file suits within 90 days to foreclose on the lands and take title to them in the names of the counties.

The supreme court held that certificates issued in 1941 for delinquent taxes should be included in the list prepared this year "even though subsequent taxes on the lands had been paid," and that "any certificate in the hands of the clerk more than two years also constitutes a predicate for the chancery proceedings and should be included in the list."

Other points in the ruling:

The original owner of the land may redeem his delinquent tax certificate any time up to the day a final decree is signed in the foreclosure suit.

The courts, but not the clerk, may eliminate from the list any lands on which tax certificates were purchased during the 90-day period allowed for making and certifying the list.

If the lands covered by the certificate are within a municipality and the certificate is more than two years old, any purchaser of the certificate must pay all the city tax liens then due.

Purse Seines Taboo Under Fresh Orders

Rescinding an order of last year, the State Conservation Department has replaced the ban against use of purse seines in coastal waters. The action was prompted by the lifting of orders against night fishing by the Federal government.

Florida Loses Capable Servant . . .

FLORIDA LOST ONE of her most capable and efficient public servants in the death on October 25 of Dr. Wilmon Newell, provost for agriculture at the University of Florida, director of extension, State plant commissioner and director of the experiment station at Gainesville.

Dr. Newell, 65, was classified by Governor Holland as "one of the most capable and effective public servants Florida has ever had, handling some of our most important problems with such distinguished ability as to place him at the head of members of his profession in the Nation."

Dr. Newell came to Florida in 1915 to head the newly created State Plant Board which was organized to fight the citrus canker which had gained a strong foothold in Florida orange and grapefruit groves. The disease was overcome through his efforts and no trace of it has been discovered in Florida since 1927. He also headed the Bureau of Entomology and Plant Quarantine forces of the U. S. government in the State in the fight against the Mediterranean fruit fly, discovered here in 1929. His eradication program proved effective in 18 months.

A graduate of Iowa State College, Dr. Newell held leading agricultural posts in Iowa, Ohio, Georgia, Louisiana and Texas before coming to Florida. He served as an agricultural advisor to the State Defense Council.

A member of many of the Nation's agricultural societies and organizations, Dr. Newell was also a Mason and Shriner, and a former president of the Gainesville Rotary Club.

As director of the experiment station, he played a prominent part in the development of the tung oil industry in Florida and other Southern States, the research here having been the first to reveal that the tree could be grown successfully in this country.

He was one of the authors of the first bulletin on tung oil published by the experiment station.

"His passing," said Commissioner of Agriculture Nathan Mayo, "is a great loss to the university and to the entire State."

Ed Larson, State treasurer, said, "The country has lost an outstanding man and I have lost a true friend."

Secretary J. T. Diamond of the State Board of Control wired, "We have lost a friend and the State a great and useful man."

In Chicago attending the annual meeting of the Land Grant College Association, Dr. John J. Tigert, president of the university, wired Mrs. Newell: "Dr. Newell was a great and good man."

On behalf of the Land Grant College Association, Dr. Thomas Cooper, director of the Kentucky Experiment Station, said: "The Land Grant College

Association extends deepest sympathy in the death of our good friend and valued leader for so many years."

Harold Colee, executive vice president of the Florida State Chamber of Commerce, said, "Our State has lost a great and outstanding citizen."

Dr. H. Harold Hume, dean of the college of agriculture of the University of Florida, has been named by Dr. John J. Tigert, president, to fill the post of provost for agriculture. He will continue as dean of the college.

Harold Mowry, associate director of the experiment station, has been advanced to the directorship. Arthur P. Spencer, associate director of the agricultural extension service has been named director of extension. Arthur C. Brown, assistant plant commissioner, has been advanced to commissioner.

Domestic production of woodpulp this year will be less than 9 million tons as compared to over 10 million tons used by the U. S. in 1942. A further decline is anticipated for 1944.

Lime Rock Moves to New Aviation Field

First shipments of Ocala lime rock have started for the Titusville-Cocoa airport and will run 20 cars daily. About 3,000 cars are needed. The Marion Construction Company, Ocala, has contract for paving for runways at a bid of \$731,953. The Simpson Construction Company, Daytona Beach, is doing the grading.

One hundred pounds of waste paper will make 650 cartons for U. S. Army Field Ration "K."

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Changes Are Made In Forestry Department

H. J. Malsberger, State forester and park executive, has announced the resignation of Pruitt H. Nilson, administrative assistant in the fire control office in Tallahassee and other changes in the Florida Forest and Park Service.

R. Eustice Parnelle, district forester at Tallahassee, has been designated to fill the vacancy. Parnelle joined the forest service 10 years ago as an assistant ranger in Duval County. He has since served in the Lake City, Ocala and Tallahassee offices.

The position of forester for the Tallahassee district, made vacant by Parnelle's new assignment, has been filled by the promotion of R. U. Titus, recently in charge of the Columbia County forest farming project.

Titus, a resident of Fort Lauderdale and a graduate of the forestry school at the University of Georgia, first joined the State Forestry Department in 1931, serving on the old Wacissa fire control unit in Wakulla County. He left the State employ in the spring of 1933 and served with the U. S. Forest Service and the Soil Conservation Service until November 1940, when he was made forester in charge of the Hillsborough County fire control unit. He was transferred to the Columbia County project about six months ago.

John C. Warren, Jr., a native of Dunnellon and a graduate of the forestry school of the University of Florida, has been designated to succeed Titus on the Columbia County project. Warren has been serving as forester for the Pinellas County fire control unit.

The position of forester in that county has been filled by the appointment of W. H. Jones of Lakeland, who has been chief of the emergency fire crew stationed at Tarpon Springs. Jones had nine and one-half years in an administrative capacity in CCC work before taking charge of the Tarpon Springs crew for the State service.

Farmers Have Heavy Assignment on Food

Florida farmers have taken over their greatest assignment this far in the war effort, beginning last month cooperation with the U. S. Department of Agriculture in the National "food for freedom" campaign.

Florida's 1944 food production goals were set at a meeting in Gainesville October 16, price ceilings on most of the fresh vegetables have been set, and commercial truck growers are already busily engaged in a vast program of food production in Florida this winter. But the campaign seeks to enlist every family in the production, proper use, and conservation of food.

At the same time they are asking for the highest production ever attain-

ed from American farms, the Nation's agricultural leaders pay high tribute to the country's farm families for their "almost miraculous" accomplishments of the past few years, in the face of increasing difficulties and shortages.

During 1943 Florida and the United States have harvested record yields of crops and have sent record numbers of livestock to the slaughter pens. Corn, peanuts, oats, sweet potatoes, sugarcane, commercial vegetable crops, poultry products, beef and pork will have moved from Florida farms in the highest volume of recent years. Feed and food crops have been produced as requested, while the acreage devoted to cotton and certain other crops has declined.

In some cases farmers have exceeded the 1943 goals set for them. In practically all other instances they have come remarkably close to achieving the desired production. But the 1944 goals have set even higher marks in food and feed crops, with slightly lower goals for animals and animal products except beef cattle.

"Production of the tremendous amount of food needed from American farms is not easy," recently declared Judge Marvin Jones, War Food Administrator. "But we are face to face with the stark fact that if we fail to

get full production, or if we selfishly consume as a people all that our vastly increased purchasing power would enable us to buy—then our soldiers and our allies may be short of supplies."

Increasing casualty lists and the knowledge that every pound of food needed and not available will prolong the war and cause unnecessary casualties is sufficient incentive for Florida farmers to exert their utmost energies in food production.

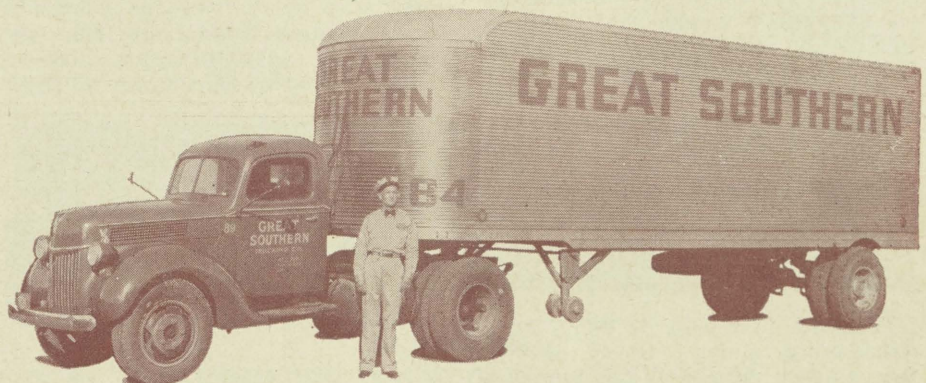
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Florida Leads Land In Business Growth

Florida's business has grown more rapidly since 1939 than that of the United States as a whole, the research division of the Florida State Chamber of Commerce reports.

The following business indicators were cited by the review:

Bank clearings in Florida's four principal financial centers increased 63 percent compared with 57 percent for the Nation. For the first time the total exceeded three billion dollars.

Income payments rose more than 66 percent since 1939 to exceed one and one-third billion dollars, surpassing the National increase of 62 percent, and accounting for a three percent larger share of the Nation's total.

Income of an average Florida family of four rose to \$2,620.00 a year, or \$655.00 per person in 1942, 48 percent greater than in 1939.

Civilian population in Florida, which rose above two million this year for the first time, now totals 2,057,000. This is an increase of 9 percent, compared with a National decrease of 2 percent. Our share of the Nation's total population rose to 1.6 percent, a rise of 11 percent: a greater percent of increase than in any other State east of the Mississippi. These estimates by the U. S. Department of Commerce confirm within one percent a previous estimate made by the State Chamber of Commerce.

Nonagricultural employment increased 25 percent since 1939, keeping pace with the rest of the Nation; but manufacturing employment was up only 24 percent which is below the National average.

While consumption of electrical energy increased 31 percent to total more than one and a half billion kilowatt hours, it also dropped below the National rate of increase.

Working Mother Not Better Than Spouse

Declining to reverse a Palm Beach court order giving custody of children to each parent for six months of the year, the Florida supreme court ruled that the divorced mother who works has no more claim to the custody of her children than the father, if both parties are equally competent to care for them.

In the case the mother contended she should have been given full custody, and the court said "the decided weight of authority in this country" supported her contention, but "this case is typical of many that have from

time to time changed the current of some phase of the law.

"The record not only discloses that the father and mother were of highly respectable character but it also shows that both live in the communities where social, educational, and other environmental advantages are equal," the court said in an opinion by Justice Glenn Terrell.

"It also shows, and this is the decisive point in the case, that the father and mother both work. x x x

"Training a child for citizenship in a democracy like ours contemplates more than giving it something to eat and wear.

"The responsibility for that 'more' while actually a dual one, in reality falls primarily on the mother. If she goes and returns as a wage earner like the father, she has no more part in this responsibility than he and it necessarily follows, all things else being equal, she has no better claim when the matter of custody is at issue.

"Nurseries may be depended on to give a child its bottle or bag of candy or to see that it plays in the sand box instead of eating the sand or blowing it in the eyes of a playmate, but we have yet to hear of one that made any claim of developing moral background, spiritual culture, a sense of social response or reverence for God.

"The mother's preferential right of custody hangs on the teaching of these elements."

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By driving 20 miles an hour, a motorist may be arrested and convicted of a speeding charge! In fact, any speed from a few miles per hour up to the top speed of the modern ma-

chine is considered excessive if it is too fast for conditions. These reduced speeds are essential for safety in congested areas, on unsafe highways, and when traveling on darkened streets and roads adjacent to submarine-infested oceans. To conduct a total war against our enemies it is imperative that drivers obey all traffic laws, maintain maximum control over their automobiles and enjoy the greatest highway safety.

The public is asked to save all types of waste paper. The paper should be kept dry. It can be sold to a junk dealer or donated to a charitable organization or it may be collected by a local salvage committee.

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Labor Unions Fight 1943 Control Measure

Validity of the legislative act of 1943 regulating activities and affairs of labor unions has been attacked in a suit filed in the Leon County circuit court in the name of the American Federation of Labor, the Florida Federation of Labor and local unions and their officers.

The suit would declare the entire act unconstitutional and permanently enjoin the State and counties from enforcing its provisions.

Attorney General J. Tom Watson and Governor Spessard L. Holland, Secretary of State R. A. Gray and Superintendent of Public Instruction Colin English, as members of the business agent's licensing board were named as defendants.

The 1943 act provides for the registration and licensing of business agents of labor unions, requires that the business agents be citizens of the United States for a period of 10 years and also requires the filing with the Secretary of State of financial reports of the unions.

The unions' bill of complaint declared the operation and enforcement of the act "threatens the invasion and destruction of rights, privileges and immunities guaranteed and secured to the plaintiffs by the constitution and laws of the United States and of the State of Florida, and will invade and destroy the personal and property rights of the plaintiffs resulting in multiplicity of suits and work irreparable injury on plaintiffs and all those in their class."

Specifically, the unions contend the statute is unconstitutional on the grounds that it purports to regulate the relations of employes and employers engaged in interstate commerce, producing goods for interstate commerce and engaged in operations affecting interstate commerce while such power lies within the exclusive province of the U. S. government; to restrict free activities of members of labor unions and require involuntary servitude by prohibiting cessation of work under certain conditions; is in conflict with provisions of the National Labor Relations Act and is discriminatory in that railroad unions and their members are exempt from the act.

The unions are represented in the suit by Joseph A. Padway of Washington, general counsel for the American Federation of Labor; and Wendell C. Heaton, former president of the Florida Federation of Labor, and G. Tolbert Whitfield, Tallahassee lawyers.

Early Forest Fires May Set New Record

Florida forest fires will set a new high record this year if early season losses are any criterion, according to Colin P. Kelly, executive director of

the Forest Farmers' Association, in making an appeal to the public to help prevention of fires.

"It will take a lot of cooperation from the public to hold this season's forest fire damage down to a tolerable figure," Kelly explained.

"Land owners cannot fight fires with as much effectiveness as usual, because they have neither crews nor equipment. The war has taken their men, and they cannot get repairs and replacements for trucks, pumps, tractor-plows and the other machinery necessary to bring fires under control.

"Therefore, we are appealing to the public, and especially those who drive along country roads, fish in rural lakes and streams, hunt in the woods and otherwise are likely either to cause fires through carelessness, or to see fires already burning.

"Anyone knows how to put out a camp fire, handle his 'smokes,' and otherwise avoid starting fires," Kelly says.

"Some persons, however, may not use sufficient care, and fires may result. In such cases, we ask that anyone observing woods fires report them to the nearest forest ranger station or county agricultural agent's office, in order that all possible steps may be taken promptly to put them out."

Due to unusually dry weather in many sections in the last six weeks, the winter fire season has started early, Kelly says. Thousands of acres have already burned.

Last year's losses in the great Southern forest area, comprising 13 States, was estimated at \$40,000,000.

Kelly's appeal is part of an effort to hold down this season's losses, which, he stressed, touch the pocket-book of every resident of the South.

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Tigert Tells Dollar Value of War Fund

Dr. John J. Tigert, State campaign chairman of the Florida War Fund, recently gave some of the dollar values for funds contributed to the campaign.

A dollar will furnish one day's full maintenance of a refugee in Portugal, or a daily portion of hot soup for one month for a refugee elsewhere, or three pounds of sulfanilamide powder, enough to preserve the lives of 14 soldiers with infected wounds, or USO club facilities for one day for approximately six men, Tigert said.

Here is what a donation of three dollars will provide, he said: Canned milk for a baby for one month, or one prisoner-of-war food package or one month's salary for a Chinese nurse in Northwood Hospital in China, or enough USO writing paper and envelopes for service men to write 1,400 letters.

For five dollars, he added, a gross of surgeon's needles for inoculations to deaden pain can be supplied, or surgical equipment for one operation, or a dozen popular and classical records for music-hungry service men and women to be enjoyed in this country and at Western Hemisphere bases.

An eight-dollar gift, Tigert said, will give one week's billeting and subsistence for a driver of an American ambulance in Great Britain, or a USO music adviser with slides of 250 songs for projection at a Army "singing."

The 10-dollar contributor can know that his gift will provide a rubber air mattress for a hospital bed, or two and a half days' service for one of the 316 ambulances maintained in Great Britain for transporting blitz victims and wounded soldiers, or a field instrument sterilizer, or a woman's outfit consisting of a coat, set of underwear, pair of stockings and a dress.

"These instances will indicate clearly," Tigert said, "that money given to the National War Fund will return to its contributor the full satisfaction that his dollars are being judiciously spent and spread to give the greatest assistance to the greatest number."

The State goal is \$1,417,500 towards a National appeal for \$125,000,000 the University of Florida president said.

Clements Made New Hotel Commissioner

George H. Clements, publicity director and office manager of the Florida State Hotel Commission, succeeds Hunter G. Johnson as State hotel commissioner the first of this month.

Johnson has resigned to become manager of the Bernarr McFadden, Inc., properties at Miami Beach. In announcing his resignation Governor Holland commended him upon his administration, especially in connection with assistance given the government and Florida hotel owners in housing Army and Navy trainees.

Clements, although 83 years of age,

is still one of the most active of Tallahassee officials.

He was a newspaperman for many years. As a reporter for the New York Sun, he covered revolutions in Mexico during the early part of this century.

He was assigned as a reporter to General John J. Pershing's expedition to punish Pancho Villa in 1916 and 1917.

During the first World War he was with the American propaganda division in Mexico and Southwestern United States.

Clements came to Florida in 1922 and has been active in newspaper and public relations work since then.

He was secretary of the Bartow Chamber of Commerce, president of the Florida Anti-Mosquito Association, and in 1932 became publicity director for Florida Exhibits, Inc.

He was with the exhibit organization during its showings at the Chicago Century of Progress Exposition, the Great Lakes Exposition and the New York World's Fair.

He has been associate editor of the Bartow Polk County Record and the DeLand Sun-News. He is a resident of DeLand.

Stockton Is Chosen Head of Jax Chest

James R. Stockton, member of the State Road Department from Jacksonville, is campaign chairman for the Community Chest campaign in that city.

Pick Up All Glass

Every motorist should act as a committee of one to help rid the streets and highways of broken glass and other hazards to tires. This is an activity in which all motorists and pedestrians can participate, for just a little effort on one's part will help: "Keep 'em Rolling." A tire that is worn may be retreaded, but one that is badly cut

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Committee Is Named To Study Aviation

Governor Holland has named a seven-man interim citizen committee to make a study of probable trends of post-war aviation in Florida and submit its recommendations to the 1945 legislature.

The committee was authorized by the 1943 legislature and is composed of three legislators, Sen. Wallace E. Sturgis of Ocala, Representatives W. W. Stewart of Fort Myers, Goodwin M. Nilson of DeLand, all civilian pilots; John Corry of Quincy, V. J. Obenauer of Jacksonville, MacDonald Bryan of Jacksonville, Charles M. Moon of Miami.

Bryan and Moon are associated with established air lines operating in Florida.

Governor Holland said J. E. Yonge of Miami, has been asked to serve as a consultant for the State Planning Board in developing a State-wide aviation program.

Members of the committee and Yonge will serve without pay.

FLORIDA WILL BE

(Continued from page 28)

such proposed legislation and will recommend whatever action it thinks should be taken for the protection of private business."

Mayor Thomson of Miami is chairman of the program committee. Other members are Courtney Campbell, Dunedin; George Whitten, Miami; J. A. Streyer, Dothan, Alabama; E. Harris Drew, West Palm Beach; Jay W. Moran, Clewiston; Walter L. Hayes, Orlando; William R. Porter, Key West; Paul E. Reinhold, Jacksonville.

The committee to nominate successors to directors whose terms expire the current year includes M. J. Foley of Foley, district 1; A. B. Dooley, Jacksonville, district 2; J. Edwin Baker, Umatilla, district 3; John Rhodes, St. Petersburg, district 4; Leonard K. Thomson, Miami, district 5 and chairman of the committee.

The resolutions committee includes Peter O. Knight, Tampa, honorary chairman; J. A. Griffin, Tampa, chairman; Carroll Lindsey, Lakeland; McGregor Smith, Miami; Mayor Sam D. Fitzsimmons, Fort Myers; W. A. Shands, Jacksonville and Gainesville; Blaine B. Barber, Daytona Beach; Dr. E. G. Peek, Ocala; J. P. Walker, Jacksonville.

Leonard A. Usina is chairman of the attendance committee and reports advance registrations indicate the keen interest in wartime controls, post-war problems and the proposed State-wide advertising program which will be discussed at the conference.

Other members of the attendance committee are Frank M. Traynor, Tampa; L. D. Cann, Miami; Bayard S. Cook, St. Petersburg; L. Trevette Lockwood, Palm Beach; T. F. Smith, Miami Beach; C. B. Moody, Miami; Charles L.

Clements, Miami Beach; Herbert E. Wolfe, St. Augustine; Val C. Cleary, Miami Beach; W. G. Ward, Miami; J. Kennard Johnson, Miami; Ucal W. Cunningham, Daytona Beach; Joe Adams, Miami; Horace Cordes, Miami; E. P. Owen, Jr., Jacksonville;

Blaine B. Barber, Daytona Beach; Col. Julian S. Eaton, Coconut Grove; Frank Winchell, Jacksonville; Mrs. T. V. Moore, Miami; Dennis V. Renuart, Coral Gables; D. P. McKinnon, Miami; Charles I. Laucks, Miami; Bert Riley, Miami Beach; I. N. Parrish, Miami Beach; Earl de Noon, Miami; Don Freeman, Fort Lauderdale; Gordon Johnson, Orlando; J. C. Kingsbury, Hollywood; Raymer Maguire, Orlando; J. Carlisle Rogers, Leesburg;

Selden Waldo, Gainesville; John L. McMullen, Live Oak; C. D. Davenport, Tallahassee; W. S. Johnson, Jacksonville; J. Will Davis, Pensacola; George Logue, Panama City; Sam D. Fitzsimmons, Fort Myers; R. M. Smith, Jacksonville; Stetson O. Sproul, West Palm Beach; W. P. Fischer, West Palm Beach; Thomas Bryant, Lakeland; Alf

R. Neilson, West Palm Beach; J. F. Riley, Palm Beach; L. R. Baker, West Palm Beach; Thomas M. Cook, West Palm Beach; Chester Treadway, Tallahassee.

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HIGHWAY INTO HISTORY

(Continued from page 14)

came governor of Florida and whose family still owns a home there—added another colorful chapter to the history.

During the Spanish-American War he ran his famous tug "The Three Friends," recklessly through the Spanish blockade with munitions for Cuban patriots and back to its berth at Pilot Town.

Since then, Pilot Town has been nothing more than the lifeless village from which St. Johns River pilots still go out to bring the big boats through the twisting channel to Jacksonville.

Tolls will remain on the road until legal ends of the deal are completed and physical improvements are planned. Just when they will be removed is not known at this time.

Opening of the road will mean much to the residential and industrial development of the area. There are many industrial sites on the highway skirting the river between its start and the terminus on Fort George Island. On the island itself are many residences of Northerners and Jacksonville folk, and a golf course, one of the sportiest in the South is included among its attractions.

In regard to the development of Little Talbot Island as a public recreation area, Mrs. Linwood Jeffreys, secretary of the Florida Board of Forestry and Parks, says:

"The Florida Board of Forestry and Parks has long recognized the urgent need for more beach areas to be used for State Parks. Florida more than any other State has a definite responsibility to show to the world the recreational value of seaside parks which will combine scenic, historical and playground features.

"East Coast, West Coast, all around this State are areas of important worth as State Parks to be developed for the use of all the people.

"Beach parks or playgrounds should be available for the general use of men, women and children from all parts of the State and Nation and indeed from all parts of the world. State Parks are areas set aside by the State for general and not exclusive use. The very nature of State Park acquisition is embodied in the idea of establishing areas which will serve the general public.

"Considerable time and expense has been used in examining areas for beach park acquisition. The only difficulty has been the lack of funds for acquiring the lands.

"As a citizen of this section of Florida, I have long hoped for Little Talbot Island as an area suitable for development as a beach park.

"What has been the privilege of a favored few of the visitors to Florida should and could be the privilege of

War bonds are the fighting man's guarantee that the folks back home stand solidly behind him.

great masses of people to enjoy Florida. Florida State Parks can and must express the personality of this land of opportunity and beauty.

"Little Talbot Island as a State Park could be a very extensive expression of the recreational facilities of Florida's beach areas."

Parts of Myakka River, Gold Head Branch and Fort Clinch State Parks have been directly leased to the armed service for use in their training program.

The use of these areas by the armed forces has in no way conflicted with the public use of the areas for recreational and educational purposes.

The park system has also contributed a great deal by providing encampment areas for the Florida State Guard. Men using these areas have commented highly on the service provided by the board.

Mrs. Jeffreys said "Attendance during the year ending June 30, 1943 was reduced over that of the previous year on account of the travel restrictions upon civilians.

"Approximately 53,000 persons used the parks and nearly one-half of that number were members of the armed forces.

"These men found things of interest

in the parks which were not provided in normal military routine. It is in this manner that the parks are serving their most important use during this war period.

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"Members of the armed forces are admitted to the State Parks free of any admission charge but receipts for the operation of the park system have maintained a high level due to expenditures for such activities as boating and swimming, provided in the parks.

"The nature study facilities provided particularly at Myakka River, Hillsborough River, Gold Head Branch, Florida Caverns, and O'Leno, have created a great deal of interest from both civilians and members of the armed forces.

"Wild flower exhibits, changed according to the seasons are displayed at trailside exhibits in addition to bird identification boards, and have brought to the attention of the patrons of the parks many interesting activities which can be enjoyed in the State Parks."

PULPWOOD

(Continued from page 19)

tree will provide enough material for the manufacture of 350 of these containers. A single tree also will provide enough material for 113 solid containers for the famous k-field rations which are carried by each soldier when he goes into battle.

Many of these containers are manufactured right here in Florida and Governor Holland has joined with Secretary Knox, officials of the war production board and others in their appeal to timber owners and pulpwood cutters to wipe out the 26 percent deficiency in production of pulpwood during the first five months of this year.

"Pulpwood is vital to the progress of our war against the Axis because of its widespread use in smokeless powder, paperboard containers for shells, food and ammunition for our fighting forces, for blood plasma kits and for parachutes and other materials of war," said the governor.

"The present lag in production of pulpwood indicates a shortage of more than 2,500,000 cords under the minimum of 13,000,000 needed for war and essential civilian needs for 1943."

It has been suggested that farmers, timber owners and workmen cut pulpwood whenever the opportunity offers. Those not engaged in woods work should make themselves available for pulpwood cutting when they are not needed in their regular occupations. More manpower is needed in the woods if the shortage is to be overcome and pulpwood provided for future needs of the war effort.

FLORIDIANS OUT FOR

(Continued from page 25)

the Fifth Air Force in the Southwest Pacific has been awarded the Air Medal for participation in a fight which destroyed a Jap cargo vessel and two barges. He has since been reported missing.

★ Four Florida men are members of

the Thirteenth Air Force which landed the first two-engined transport plane on Munda. Because of its safety record the Thirteenth flew Mrs. Roosevelt when she visited the South Pacific and made her an honorary member of the outfit. The Florida men serving with the Thirteenth are Sgt. Clifford Anderson, Tampa; Cpl. Leroy W. Souder, Jacksonville; Cpl. Harold W. Storbeck, Clearwater; Pfc. Homer G. Bowen, Marianna.

★ Joseph Roy Odum, Jacksonville, fireman first class, U. S. Navy, was still firing at Jap planes which attacked his ship when it went down under him. He was posthumously awarded the Silver Star, the medal being delivered to his mother, Mrs. Katherine Odum, Jacksonville.

★ Capt. Herbert Corbett Kaufman, Tallahassee, was among the first American paratroopers to meet death in the North African fighting. He had received the Purple Heart which was sent to his widow. He was a former member of the Florida National Guard.

★ Staff Sgt. James Felton Lott, U. S. Air Corps, son of Circuit Court Clerk and Mrs. W. R. Lott, Fort Pierce, has

been awarded the Air Medal. The decoration was for meritorious achievement in a battle over Madang, New Guinea.

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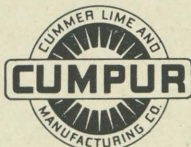
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★ Lieut. Jack Thompson, Fort Pierce, navigator of a B-24 recently took his plane over Rabaul in a raid which reported every bomb, 80 tons of them, landed on target. His plane was one of a large force of American heavy bombers making the raid.

CAPITAL CHATTER

(Continued from page 20)

president of several organizations working with boy welfare, Davidson is considered an authority on the subject of the boy.

■ Students of the Florida State College for Women will receive six extra days of Christmas vacation this year. The Christmas holiday will begin December 15 and close January 6. The change was made by President Doak S. Campbell following conferences with transportation officials.

■ Six million feet of pine and cypress in the Apalachicola National Forest have been sold to help relieve the shortage of building material and pulpwood.

■ Plant nurseries in Florida have declined in number during the year, according to the State Plant Board. There are now 1,843 nurseries in operation, the board says.

■ The State Road Department has notified Brevard County authorities that it will take over maintenance costs of the bridge over Haulover Canal and a portion of State Road 140 which passes over the bridge. Haulover Canal connects the north end of Indian River with the south reaches of Mosquito Lagoon.

■ According to ruling of Attorney General Watson, the creation of the sixth congressional district did not add a new member to the State Game and Fresh Water Commission. The constitutional amendment ratified in 1942 set up a five-man commission based on existing congressional districts but did not provide for an increase in the number of districts.

■ Angus Williams, Tampa, has been appointed to the Hillsborough County commission to succeed Curtis Hixon who has been elected mayor of Tampa. He will serve until the May primaries when he will not be a candidate.

■ Tallahasseeans have been inconvenienced by the destruction by fire of the Middle Florida Ice Company plant. It had a manufacturing capacity of 100 tons a day.

■ J. J. Gilliam, director of the Department of Public Safety and State mileage commissioner, has announced that

mileage of county-owned motor vehicles in Florida in the first six months of the year was 54.8 percent below the same period last year. Cities of 5,000 or more population cut mileage 30.5 percent and State departments and agencies cut mileage by 39.2 percent during the same period. The State Road Department reduced its mileage from 15,824,766 to 9,912,781.

■ Secretary of State R. A. Gray has requested the Florida delegation in congress to oppose absentee balloting by V-mail and to support an effort to make absentee balloting privileges available for primaries as well as general elections. Primary elections are of more importance to Florida citizens than general elections in the naming of State, county and local officials, he said.

■ Arthur N. Bissett has been appointed Highlands County agriculture agent to succeed L. H. Alsmeyer, resigned.

■ Capitol buildings will be heated by wood this winter, according to announcement of Secretary of State R. A. Gray, custodian. The wood will come from the State Prison Farm where 20 carloads of mixed pine and oak are available. The capitol buildings have enough coal for 30 days.

■ Contract for resurfacing 10 miles of Highway 143, between Belle Glade and Pahokee has been awarded to R. H. Wright & Son, Columbus, O., on low bid. The Smith Engineering Company, Pensacola, submitted low bid for paving a quarter of a mile of Road 594, Santa Rosa County, to Whiting Field.

■ W. F. Glynn, former State senator from Crescent City, has been appointed grower representative on the Florida Citrus Commission, district three, succeeding the late E. H. Williams. He was chairman of the senate committee on

citrus fruits in the 1929 legislative session.

■ Repairs amounting to more than \$17,000 have been authorized for the

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Ringling Museum of Art at Sarasota which will come into State possession as soon as legal and financial matters are settled. Stafford Caldwell is the State cabinet's attorney handling the Ringling estate affairs.

■ Dr. J. V. Knapp, State veterinarian, has been reelected secretary and treasurer of the State Veterinary Medical Association. Dr. V. L. Bruns, Williston, is the new president.

■ At suggestion of Governor Holland, the new agricultural extension experiment station at the University of Florida has been dedicated as a memorial to the late Dr. Wilmon Newell. The action was taken by the State Board of Control.

■ Governor Holland will be chief speaker at the Florida League of Municipalities convention, Jacksonville, Dec. 7 and 8, according to announcement of L. Trevette Lockwood, Palm Beach, president.

■ John D. Montgomery, publisher of Miami Beach Daily Topics, has been named as the Miami Beach representative on the new Greater Miami port authority which has taken over all the publicly owned airport and harbor facilities in that area.

MINUTES STATE ROAD DEPT.

(Continued from page 5)

NAMING OF ADMIRAL MURRAY BOULEVARD

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, the extension of Garden Street in Pensacola, Escambia County, Florida, beginning at Garden and "O" and extending westerly, southwesterly and southerly through New Warrington to the north boundary of Bayou Grande bridge to Naval Reservation has recently been completed; and

WHEREAS, the Board of County Commissioners of Escambia County by their resolution, together with similar resolutions from the City of Pensacola, the Kiwanis Club, the Chamber of Commerce, the Exchange Club, the Rotary Club and the Lions Club, all of Pensacola, have requested the State Road Department to officially designate and name the said road in honor of Admiral George D. Murray, distinguished hero of World War No. 2 and a long time Officer in the United States Navy with outstanding service to our Nation, State and Escambia County,

NOW, THEREFORE, BE IT RESOLVED in recognition of the outstanding service of Admiral George D. Murray, that the extension of Garden Street above referred to be given the official name of Admiral Murray Boulevard, and that copies of this resolution be furnished to Admiral George D. Murray, the sponsoring organizations, and to the press.

GROUP INSURANCE

Mr. Ralph Newman, representing Union Life Association, and Mr. Ted Bayley, representing Professional Insurance Corporation, presented to the Board the advantages of the benefits offered under the group insurance policies issued by their respective companies. Mr. Newman filed a schedule of rates, terms, etc., of his company.

DELEGATIONS AND REQUESTS Duval County

The delegation from Duval County included the following groups:

From the County — Commissioners Tom Marshall, Bob Gordon and J. F. Hammond, and County Engineer Arthur M. Sollee.

From Jacksonville—Guy L. Simmons, Geo. A. Pierce, T. F. McCall, Jr., P. M. Ulsch, and T. C. Imeson, City Commissioners; W. E. Sheddon, City Engineer, and Austin Miller, Attorney; Alfred C. Ulmer, President of the Chamber of Commerce, Brown Whitley, Chairman of the Committee on Approaches to the City, and Doyle Clay of the Jacksonville Journal.

From Neptune Beach, Mayor R. W. Hunter, and from Jacksonville Beach, City Commissioner F. S. Perry.

Mr. Imeson spoke in behalf of the approaches to the City of Jacksonville and requested the Department to make a survey of the conditions and make recommendations to the City Commission. He also spoke in behalf of the extension of Roosevelt Boulevard and stated that plans had been submitted to the Tallahassee office. He said that the city is interested in the work the Department is doing and that to be done on

Kings Road. He filed a letter from the City Commission requesting the rebuilding of the following thoroughfares as soon as possible, as same are considered as greatly beneficial to the war effort:

1. Old Kings Road from Martha Street into Myrtle Ave. and possibly from Myrtle Ave. to Madison Street.

2. The widening and repaving of Miami Road from the southerly approach to the old St. Johns River Bridge to Kings Ave.

3. Widening and rebuilding of Post Street from McDuff Ave. to Riverside Ave. or the extending of Roosevelt Blvd. parallel to the A.C.L. Railroad, crossing McCoy's Creek on a new bridge and crossing over Dennis Street, Myrtle Ave. and the Jacksonville Terminal Co. Railroad yards at Myrtle Ave., Bay Street, Forsyth Street and Houston Street, landing at a point south of Adams Street

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and connecting with Adams, Monroe and Duval Streets for a direct route into the City.

4. Completion of the connections to State Road No. 204 at Post Street, and if necessary, the rebuilding and improving of Post Street from the City limits to McDuff Ave. It also urged that serious consideration be given to the alternate route for connecting Road 204 into and through the City via Fitzgerald Street and McCoy Boulevard.

5. Lem Turner Road, which connects with an important State highway, should be rebuilt from the city limits into the city.

6. Further study and consideration leading to some conclusion regarding a thoroughfare providing additional south approaches to the new Main Street Bridge, including the connecting of this important approach with State Road No. 4 and also a connection with Atlantic Boulevard and Beach Road which would bypass the congested intersection of Atlantic Blvd. with the present Kings Avenue.

These proposed projects were heartily endorsed by Mr. Ulmer.

Mr. Sollee spoke in behalf of the following: (1) State Road 139, old Orange Park Road now called Blanding Blvd. He asked that this be completed and taken over by the Road Department. (2) Make connection between Roads 139 and 204 and continue on to the Lake City road. (3) Mayport Road. (4) Lem Turner Road, completion and maintenance.

Mr. Perry requested that the ditches along Road 140 through the City of Jacksonville Beach be covered up and some other type of drainage be used.

Mr. Hunter of Neptune Beach recommended to the Department a new product consisting of coquina rock, oyster shell, sand and muck, which he stated had been successfully used in paving five streets. He said it had been approved by the U. S. Engineers and that tests showed it to be very close to concrete, with the advantages that only 24 hours time is required for drying and the cost is only 35 cents per square yard.

Sarasota County

Senator Harrison E. Barringer and Dr. J. R. Scully, Member of the City Commission of City of Sarasota, appeared before the Board.

Senator Barringer filed a petition from the City of Sarasota and the residents and taxpayers of Bay Island and Siesta Key, requesting the Department to take over and maintain the Siesta Bridge across Sarasota Bay at the southerly end of the City of Sarasota. He said that inasmuch as the drawbridge there is in very bad condition traffic is restricted to very light passenger cars, and as the City has no funds to repair the bridge the Department is asked to consider it as a real necessity. Dr. Scully endorsed the request, emphasized its urgency, and made the statement that when the draw is raised there is never any assurance that it can be gotten down again.

They were advised by the Chairman that this request should be taken up with the Navy or the Army authorities and come to this Department through the Public Roads Administration in order that funds and materials may be secured with which to do the repairs.

Seminole County

Mayor Higgins of Sanford, Representative Marion B. Smith, and Mr. Womack appeared in behalf of Seminole County. Mr. Higgins said they had come at the request of Senator Ernest F. Housholder who was unable to attend but joined in their two requests: (1) Park Avenue in Sanford, one mile, and (2) Road No. 44 in Seminole County.

St. Johns County

The delegation from St. Johns County included the following:

From the county: Herbert W. Wilson, Har-

ry B. Hersey, Harry K. Jackson and G. R. Wiles, County Commissioners, Chas. F. Barrett, County Manager, Oliver Lawton, Deputy Clerk, J. J. Shepherd, and Representative F. Charles Usina.

From the City of St. Augustine: Mayor O. D. Wolfe, Commissioners Frank Tart, Chas. F. Peters and Walter B. Fraser, City Manager Lamar Harmon, Harvey Lopez, of the St. Augustine Record, J. C. O'Neal, E. B. Korst, Kenton F. Morrison, J. B. Davis, Albert Colee and Lloyd Thompson.

Mayor Wolfe expressed appreciation for the kind consideration shown St. Augustine and St. Johns County by the Road Department. He spoke in regard to the proposed program for by-passing cities on the East Coast, and filed a resolution from the City of St. Augustine protesting such a program and making request that U. S. Highway No. 1 be permanently located and constructed to run through the said city. He pointed out the historical background of St. Augustine, asked for a survey through the city, and stated that the city would do whatever is necessary to take care of traffic and otherwise cooperate with the State and Federal road-building agencies.

Commissioner Fraser called attention to what he called an emergency in the present condition of U. S. Highway No. 1 through St. Augustine. He pointed out that the highway has been paved up to the city gates but that because of heavy traffic the subgrade has become so packed down that salt

water overruns the street during high tides. He filed pictures showing conditions on Bay Street and King Street where cars have to drive through this salt water at such times, and asked the Department to raise the roadbed and resurface the road through the city.

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Mr. Wilson, Chairman of the Board of County Commissioners, endorsed the statements made by Mayor Wolfe and Mr. Fraser, and asked that St. Augustine not be bypassed in the location of this road. He thanked the Department for the work done in the county. He called attention to the additional right of way obtained for Road 14-A as requested by the Department, and asked that some stabilizing work be done on this road. He also asked that Road 14 in the vicinity of Deep Creek be raised or drained. Mr. Jackson spoke in behalf of the requests made for Roads 14 and 14-A.

Taylor County

J. B. Faircloth, Chairman of the Board of County Commissioners, and Joe Swanson, County Attorney, represented Taylor County.

Mr. Swanson spoke in behalf of Road 69 from Tennille to Dead Man's Bay, stating that it is in very bad condition and that the county has no money with which to make the repairs. He asked the Department to take it over for repairs and reconstruction, and filed a resolution of the County Commissioners asking for the work and that it be done with the money accruing to the County in the hands of the Department.

He stated further, however, that the County's first request for work is on Keaton's Beach Road, and Road 69 comes second in their preference.

HAULOVER CANAL BRIDGE AND ROAD 140 TAKEN OVER FOR MAINTENANCE

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that State Road No. 140, also known as State Road No. 219, from Volusia County line south to the south line of Section 3320-36 in Brevard County, and the Haulover Canal Bridge be taken over for maintenance by the State as of January 1, 1944, provided Brevard County furnishes satisfactory bond to the Road Department in amount of \$5,000.00 guaranteeing title to the right of way.

PURCHASE OF HECKSCHER DRIVE

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, by resolution duly adopted at a meeting held June 7, 1943, the State Road Department has indicated its willingness to purchase, reconstruct and maintain Heckscher Drive in Duval County upon the terms and conditions therein expressed, but it has developed that some of the terms and conditions are impossible of performance, one being that the tract of land owned by the United States of America above and between the St. Johns River and Fort George Inlet and lying east of Haulover Creek has constructed upon it the North Jetty of the St. Johns River which is essential to navigation and cannot be conveyed away by the United States, such conveyance being one of such conditions; and

WHEREAS, the Legislature of Florida heretofore by Chapters 20391 and 20535, Laws of 1941, expressly has authorized the State Road Department to purchase Heckscher Drive and to extend the same to the City Limits of the City of Fernandina, and the acquisition, reconstruction and extension of Heckscher Drive is for the general public good and decidedly to the best interests of the people of Duval County and of the section of Florida adjacent thereto, and the best practicable and most desirable route for such extension is over Little Talbot Island; and

WHEREAS, unless a suitable and sufficient right of way on Little Talbot Island for such extension and the necessary borrow pits and easements for drainage ditches and the land on the mainland suitable for an approach for a bridge to Little Talbot Island now are acquired, in all probability the cost thereof will increase very greatly and become so high as to be prohibitive, especially should only Heckscher Drive be acquired and freed from tolls; and

WHEREAS Heckscher Drive and the right of way thereof, including all right of way necessary for all reconstruction, and easements for drainage ditches, and all of Little Talbot Island and all of the land on the mainland where it would be desirable to locate a bridge to Little Talbot Island and the approach to such bridge now may be acquired for a cost no greater than would be incurred in acquiring only Heckscher Drive with such right of way for it and all reconstruction, and easements for such drainage ditches, and a right of way for an extension of Heckscher Drive on Little Talbot Island and borrow pits and easements for drainage ditches therefor, and the land on the mainland actually necessary for the approach to bridge to Little Talbot Island, because the State Road Department has expressed and now expresses a firm intention that any of said property so acquired by the State Road Department and hereafter found and determined by the State Road Department not to be necessary or usable for any of the road purposes hereinbefore mentioned or any other road purposes, after the extension of Heckscher Drive and the bridge to Little Talbot Island, shall have been constructed, shall be used for public park and recreational purposes under the supervision of the Florida Board of Forestry and Parks; and

WHEREAS, the State Road Department

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now has been offered said Heckscher Drive, and such right of way for it and all reconstruction thereof and such easements for all drainage ditches, and all of Little Talbot Island and all of the land on the mainland where it would be desirable to locate a bridge to Little Talbot Island and the approach to such bridge, for the sum of One Hundred and Twenty-two Thousand Five Hundred (\$122,500.00) Dollars in cash upon the terms and conditions hereinafter stated; and

WHEREAS, after full negotiations for the purchase of said property and due consideration the State Road Department has found and determined that said sum is the lowest amount for which said property can be purchased and is but a small part of the original cost of said Heckscher Drive and now is much less than the present actual value of said Heckscher Drive alone, without any of the other said property being taken into consideration;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it hereby approves and authorizes the purchase of the aforesaid property hereinafter more particularly described for the sum of One Hundred and Twenty-two Thousand Five Hundred (\$122,500.00) Dollars in cash upon the terms and conditions hereinafter stated, all of said purchase price and all expenditure for any construction or reconstruction of said Heckscher Drive and of any extension thereof in Duval County, including all bridges, to be payable only out of eighty percent (80%) surplus funds allocated for State Roads in Duval County under Chapter 20302, Laws of 1941, and the Chairman and Secretary hereby are authorized to enter into and execute a contract for such purchase with the North Shore Corporation, a Florida corporation, as hereinafter set forth, such contract as so set forth more particularly describing all of said property and stating the terms and conditions upon which said purchase is to be made, said proposed and approved contract to be exactly as follows:

AGREEMENT

THIS AGREEMENT, Made in duplicate this day of , A. D. 1943, by and between THE NORTH SHORE CORPORATION, a corporation organized and existing under the Laws of the State of Florida, party of the first part, hereinafter called the OWNER, and THE STATE ROAD DEPARTMENT OF FLORIDA, a body politic of the State of Florida, party of the second part, hereinafter called the DEPARTMENT,

WITNESSETH:

That if the Owner shall first meet the conditions hereinafter mentioned on its part to be met, the Department hereby covenants and agrees in the name of the, State of Florida to buy from the Owner, its successors or assigns, in fee simple, free from all encumbrances whatsoever the properties hereinafter described:

(a) That certain toll road about seventeen miles in length located in Duval County, Florida, known as Heckscher Drive, extending from a point on State Road No. 3 at about one-half mile North of Trout River to a point near the westerly shore of Fort George Inlet and generally paralleling the north shore of the St. Johns River, and the right of way and easements hereinafter mentioned, and

(b) The lands hereinafter described in paragraphs 5 and 6 hereof.

The Department hereby covenants and agrees to pay to the Owner as the purchase price of said properties the sum of ONE HUNDRED TWENTY TWO THOUSAND FIVE

HUNDRED (\$122,500.00) DOLLARS in cash, payable at the time hereinafter mentioned.

Before the Department shall be obligated to purchase hereunder, the Owner shall comply with the following conditions:

1. The Owner shall furnish to the Department a survey of said Heckscher Drive showing its location with reference to all officially surveyed land lines crossed by said Heckscher Drive, and from which an adequate legal description of the Drive, its right of way, its bridges and drains may be prepared. The Department will accept a survey by Robert M. Angas, a registered surveyor of the State of Florida. Said survey shall locate a right of way for said drive one hundred feet in width and lying fifty feet on each side of a center line of said drive throughout its full length, as now located, except as follows:

(a) For a distance of 475 feet west of the westerly end of the Cedar Creek Bridge and 100 feet east of the easterly end of said bridge the right of way shall be 200 feet in width.

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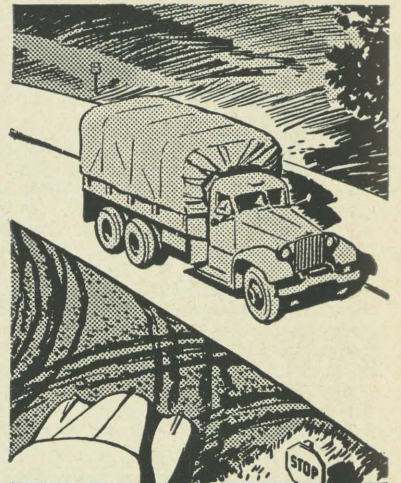
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(b) For a distance of 2,978 feet west of the westerly end of the Dunns Creek Bridge and 1,830 feet east of the easterly end of the said bridge the width of the right of way shall be 200 feet.

(c) For a distance of 2,530 feet west of the westerly end of the bridge of San Carlos Creek and 150 feet east of the easterly end thereof the right of way shall be 200 feet.

(d) For a distance of 75 feet east of the easterly end of the Brown's Creek Bridge the right of way shall be 200 feet in width.

(e) For a distance of 40 feet west of the westerly end of the Clapboard Creek Bridge and 50 feet east of the easterly end of said bridge the right of way shall be 200 feet in width.

(f) For a distance of 1,000 feet Eastwardly, measured along the Center Line of existing Heckscher Drive from the East End of present Cedar Creek bridge, the right of way shall be of a width varying from 100 feet to approximately 210 feet, the South boundary of which shall be 50 feet South of and parallel to the Center Line of existing Heckscher Drive, and the North boundary thereof to be principally a curve to the right having a radius of 766.78 feet with central angle of 74 degrees 22 minutes 30 seconds, all of which is more fully shown on plat made by Robert M. Angas, Civil Engineer, dated October 14, 1943, marked Exhibit "A" hereto attached and by reference made a part hereof.

(g) From a distance extending 901.90 feet Southwestwardly along the Center Line of existing Heckscher Drive, measured from the Southwest end of present Shad Creek bridge for a point of beginning; thence for a distance of 4,705 feet measured Northeastwardly along the Center Line of existing Heckscher Drive, a right of way varying in width from 100 feet to approximately 160 feet shall be furnished to provide a re-location for said Heckscher Drive along the 4,705 feet above referred to. Center Line of said re-location is described as follows: From the point of beginning referred to turn 0 degrees 30 minutes curve to the right with central angle of 4 degrees 02 minutes and a length of 806.67 feet, thence along tangent to said curve for a distance of approximately 3,055 feet, thence along a 2 degree 10 minutes curve to the right with central angle of 21 degrees 27 minutes 30 seconds to junction with present alignment of said Heckscher Drive; right of way for said re-location, on the Southeast, shall be 50 feet from and parallel to Center Line of said re-location, and on the Northwest thereof said right of way shall be 50 feet Northwest of and parallel to Center Line of existing pavement from point of beginning referred to Northeastwardly to Batten Island, from said Batten Island and through Jeannett P. Turnbull's land right of way on Northwest shall be 30 feet wide measured Northwestwardly from and parallel to Center Line of existing pavement, from thence to Fort George Road right of way on Northwest is to be 16 feet Northwest of and parallel to Center Line of existing pavement, from thence to end of said re-location Northwest right of way line to be 30 feet Northwest of and parallel to Center Line of existing pavement but in no event to be less than 50 feet Northwest of said re-location; all of above being more fully shown on plat made by Robert M. Angas, Civil Engineer, dated October 14, 1943, marked Exhibit "B" hereto attached and by reference made a part of this agreement.

2. The Owner will furnish to the Department a binder, issued by one of the Title Insurance Companies doing business in Duval County, Florida, under and by virtue of which one of said companies will undertake to insure the titles which the State of Florida will obtain from the Owner hereunder.

3. The Owner shall convey or have conveyed to the State of Florida the free and unencumbered title to said drive and right of way, as well as all necessary easements for drainage ditches pursuant to the description which shall be established by the survey

mentioned in paragraph 1 hereof and the title insurance binder mentioned in paragraph 2 hereof.

4. The Owner shall furnish and deliver to the Department its own covenant and agreement and the covenants and agreements of the other parties interested in the power and telephone poles and lines now situate upon said right of way, by virtue of which the Owner and said other parties interested will agree to remove, as soon as materials and labor are available, to a point within one foot inside the outside boundary lines of said right of way all power and telephone poles and lines thereon located, and secure the execution, by the said parties interested in power and telephone lines, of the Department's standard form of permit governing the installation of public utilities on its rights of way.

5. The Owner will convey or cause to be conveyed to the State of Florida the following described property lying, being and situate in Township 1 South, Range 23 East, Duval County, Florida, to-wit:

All portions of unsurveyed Section 17, lying South of Haulover Creek, such portions thereof as lie within the right of way of Heckscher Drive, being also included in the description in paragraph 1 hereof.

All unsurveyed Section 20, except such portions thereof as may be described in the deed to the United States of America recorded in the public records of Duval County, Florida in Deed Book 458, page 173.

All portions of the Zephaniah Kingsley Grant, Section 37, which remain from the easterly wing of said grant, shown by official United States Government Plats as

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fronting on the Atlantic Ocean and which are now south of Fort George Inlet and east of the main body of said grant, specifically including the Beach House Lot and such other Beach lots as still exist, according to Sidney's Subdivision of Fort George Island, according to plat thereof recorded in Deed Book AM, page 377 of the former public records of Duval County, Florida, but excepting such portions of said lands as may be dedicated to public use by said plat and except the property described in deed to the United States of America by the Trustees of the Internal Improvement Fund known and numbered as Trustees Deed No. 18471, and except also such portions thereof as are described in the deed to the United States of America recorded in Deed Book 458, page 173 of the current public records of Duval County, Florida together with the accretions and riparian rights appurtenant thereto. This paragraph is intended to describe the spit of land lying between Haulover Creek and the St. Johns River and shown upon the survey of the abandoned Batton Island Military Reservation, surveyed and platted by United States Government Survey as in 1917, as a part of Lot 8, Section 19, Township 1 South, Range 29 East.

The portion of Lot 7, Section 19, consisting of high land, completely surrounded by salt marsh (except at its westernmost end where it touches upon Haulover Creek) over which Heckscher Drive is now constructed.

6. The Owner will convey or cause to be conveyed to the State of Florida the following described property lying, being and situate in Township 1 South, Range 29 East, and Township 1 North, Range 29 East, Duval County, Florida, to-wit:

That certain Island known as Little Talbot Island and being the easternmost of those three islands constituting and known as Section 37, Township 1 North, Range 29 East, and Section 42, Township 1 South, Range 29 East, together with all accretions and riparian rights thereto appurtenant. This land was once subdivided, in part, as Ponce DeLeon Beach, according to plat thereof recorded in Plat Book 10, page 13 of the current public records of Duval County, Florida.

It is understood and agreed that the conveyance to be executed in accordance with this paragraph will reserve to the Owners of Middle and of Big Talbot Islands, both parts of said Section 37, Township 1 North, Range 29 East, a right of way 40 feet in width to give said Owners access by the nearest and most practicable route to any public road which may be built on Little Talbot Island. Such right of way so to be reserved shall run with the title to said Middle and Big Talbot Islands.

7. The map hereto attached made by the State Road Department's Right of Way Division, marked "Exhibit C" is hereby, by reference, made a part hereof. The lands intended to be described in paragraphs 5 and 6 hereof are delineated upon said map and marked in red, and said map shall be referred to for the purpose of rendering more definite and certain the descriptions of the properties to be conveyed hereunder in addition to said Heckscher Drive, its right of way and the easements for drainage ditches appurtenant thereto.

8. The Department hereby agrees to close this transaction on or before December 31, 1943 provided the Owner shall have complied with the provisions on its part to be met not later than December 15, 1943. If unable to meet such requirements by December 15, 1943, the Owner shall have to and including the 31st day of March, 1944, within which to comply with such requirements and when same have been complied with the Department agrees to close this transaction within fifteen (15) days thereafter.

9. The title insurance binder referred to herein shall be in the total amount of \$122,500.00. One binder, covering all the properties herein described and hereunder to be conveyed will satisfy the terms and provisions hereof, or the several parcels of land

involved may be covered by separate or in several binders.

IN WITNESS WHEREOF THE NORTH SHORE CORPORATION has caused these presents to be executed in its corporate name, by its officers thereunto lawfully authorized, and its corporate seal to be affixed, and THE STATE ROAD DEPARTMENT OF FLORIDA has caused these presents to be executed in its name, by its Chairman thereunto lawfully authorized, and its official seal to be affixed attested by its Secretary this

day of _____, A. D. 1943.
THE NORTH SHORE CORPORATION
By: _____
As its President.

ATTEST:
As its Secretary.
(CORPORATE SEAL)
THE STATE ROAD DEPARTMENT
OF FLORIDA
By: _____
As its Chairman.

ATTEST:
As its Secretary.
(SEAL)

LEASE OF BOCA RATON BRIDGE

On motion of Mr. Lindsey, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the Chairman and Secretary of this Department are hereby authorized, directed and empowered to execute on behalf of the Department the lease purchase agreement covering Boca Raton Bridge, a connecting link in the State Road System in Palm Beach County, the said agreement to be in the following form:

BOCA RATON BRIDGE LEASE-PURCHASE AGREEMENT

THIS AGREEMENT, Made and entered into in triplicate this _____ day of _____, A. D. 1943, by and between the BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, hereinafter referred to as the "Board," for itself and for SPECIAL ROAD AND BRIDGE DISTRICT NO. 7 of said County, and the STATE ROAD DEPARTMENT OF FLORIDA, hereinafter referred to as the "DEPARTMENT,"

WHEREAS, it is deemed by the parties that this agreement providing for the lease-purchase by the State of the Boca Raton Bridge, being an essential connecting link in the State Road System in Palm Beach County, Florida, is highly advisable and to the best interests of the State and County, and


WHEREAS, the Board is authorized by law to lease and/or sell the bridge to the

Department, and the Department is authorized by law to lease and/or buy the bridge;
WITNESSETH:

That for and in consideration of the sum of ONE (\$1.00) DOLLAR this day paid by

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each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual and dependent covenants of the parties hereto and other good and valuable considerations as hereinafter set forth, the Board does by these presents lease to the Department, its successors and assigns, that certain bridge on State Road No. 396, known as BOCA RATON BRIDGE, in the County of Palm Beach, State of Florida, together with the approaches and right of way thereto, together with the bridge tender's house, and complete detailed plans of bridge and operating machinery.

TO HAVE AND TO HOLD the same together with the franchises, riparian rights and other rights, easements, equipment, devices and appurtenances thereto belonging or in anywise appertaining, unto the said Department, its successors and assigns, for a period of and a term to begin with and run from this date and to end at such time as all of the bonds issued to finance the construction of said bridge by said SPECIAL ROAD AND BRIDGE DISTRICT NO. 7 in connection with the loan of Public Works Administration, Docket No. 1338-F, Florida, with interest thereon, shall have been paid, satisfied and retired or their retirement shall have been provided for by law, but not to exceed in any event thirty (30) years from the date hereof, it being the intention of said Board to lease the said bridge and approaches to the Department until all of the obligations incurred by the said District evidenced by said bonds and interest thereon (or refundings thereof) shall be retired or their retirement provided for during the period of thirty (30) years from the date hereof, and so long as the Department shall keep, comply with and perform the terms and conditions of this agreement hereinafter set forth.

The Department on its part agrees and does hereby lease and take over from said Board all of the above described property comprising the said Bridge and approaches thereto and all property appurtenant thereto and in consideration thereof does hereby promise and agree to and with said Board as follows:

1. The Department will pay rentals for said Bridge and approaches thereto, not less than twenty days prior to the due dates on which any of the principal and/or interest of District bonds shall become payable, such sum or sums of money as shall be equal and sufficient to pay the principal and interest as they severally mature upon said District bonds so long as any of such bonds or interest thereof shall be outstanding and unpaid. PROVIDED, that the rentals shall be paid from any available funds of the State Road Department, including funds available for such purpose under the provisions of Section 16 of Article IX of the Constitution of Florida. PROVIDED FURTHER, that such rentals shall be paid direct to the State Board of Administration of the State of Florida for application pursuant to the provisions of Chapter 21853, Laws of Florida, Acts of 1943. PROVIDED FURTHER, that the Department with the consent of the State Board of Administration, may at any time during the term of the lease accelerate any or all of said rental payments and thereby take advantage of redemptions or otherwise retire before maturity any of said District bonds.

2. The Department will at all times during the continuance of this agreement operate said bridge free of any and all manner of tolls, and open to the public for traffic as a part of the State Road System.

3. The Board on its part agrees that during the life of this lease it will make such repairs and do such maintenance work upon said Bridge and earth filled causeway as shall be necessary to keep the same in as good repair as it is now, ordinary wear and tear excepted, except as herein otherwise provided.

4. The Board further agrees that it shall be liable and obligated to provide at its

cost and keep in effective use such lights on the draw span as may be required under the law and regulations of the United States Government; and that said Board shall operate the lift span on said bridge as may be necessary to meet all governmental requirements.

5. The Board shall have the right at its sole option to light or illuminate the said bridge during the continuance of this lease and at the sole expense of the said Board, and shall provide such warning lights as may be required for the safety and protection of traffic when said lift (or draw) span is being operated, or as may be necessary because of the bridge tender's house, ramps or other obstructions in the roadway, which shall be lighted as necessary by and at the expense of the Board.

6. The Board agrees to relieve the Department from any obligation or responsibility for keeping any and all insurance on said bridge or the approaches thereto, provided nothing herein shall be construed to require the Board to provide any insurance on said bridge except as it may determine.

IT IS FURTHER UNDERSTOOD AND AGREED that in the event the said bridge and approaches thereto, or the said causeway, or any part thereof, shall, without any fault or neglect on the part of the Department and/or its servants or employees, be destroyed, particularly by fire, flood, storm, or act of God, or be so injured by the elements or other cause as would render repair unwarranted, or of such magnitude as to necessarily cause a continuous 10 day period of non-use, within which traffic cannot be maintained, by reason of making necessary repairs, then this lease may, upon the occurrence of such catastrophe, be terminated and cancelled at the option of the Department, provided that such option must be exercised, and notice thereof given to the

Board within ten days after the happening of the catastrophe; and there shall be no

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obligation on the part of the Department to pay the rent for such bridge, hereinabove provided, for any period of this lease subsequent to such catastrophe. And it is agreed and understood that, in the event of the happening of any such catastrophe as defined above, the Department shall not be liable or obligated for the cost of making repairs to said bridge or fill, or any part thereof, or for the rebuilding thereof, in whole or in part.

IT IS MUTUALLY UNDERSTOOD, That in the event that bona-fide holders of any bonds, issued to pay for the construction of the bridge herein leased, shall legally take possession or control of said bridge by process of law, or otherwise, resulting in receivership or other custody of the premises to the ouster of the Department, then the Department shall be relieved of the payment of the corresponding proportionate part of the annual rental herein provided as the period of ouster relates to the term of the lease, and in such event either party hereto shall have the immediate right to annul and cancel this agreement for the remainder of the term thereof. It is agreed that the Department in no event shall be required to defend at its expense any legal proceedings as contemplated in this paragraph.

IT IS FURTHER COVENANTED AND AGREED by and between the parties hereto that the Department shall have the full use and possession of said property for the term of this lease and subject to the terms and conditions of this agreement as hereinbefore and hereinafter contained, unless and until default is made by the Department in making payments of the monthly rental at the times and in the amounts herein specified; and in the event of such default or any default in the payment continuing for five days, the Board shall have the immediate right, and without notice, to take full and complete possession of the property herein leased, and to resume possession,

control and operation thereof, and reinstitute tolls and charges for passage on said bridge, and without being liable to the Department in any respect because of so resuming possession and control, and in the event of such repossession by the Board, this lease shall become null and void and the Department, its successors or assigns, shall be immediately released from the payment of the monthly installments herein provided to be paid for that period of the term of this lease following the last day of the month in which such default occurs; it being the intent of the parties, for the purposes of this paragraph, that the Department shall pay in full for the month in which default occurs and all prior months covered by the term of this lease. All payments made by the Department, plus the payments to be made for the months up to and including the month in which the default occurs, shall be accepted and considered by the Board as liquidated damages received and to be received and retained by the said Board in full settlement of all rentals or any claim for rental under this agreement.

If and when the Department shall have performed all of the covenants hereunder, and shall have paid the rental hereinabove provided for for the full term of the lease, then the title and absolute ownership to all the property included in the lease shall thereupon immediately be vested in the State of Florida in fee simple; and the Board, for itself and for SPECIAL ROAD AND BRIDGE DISTRICT NO. 7 of said County, covenants and agrees to, and will thereupon, deliver to the Department such deeds and conveyances as may be necessary or convenient to vest full title and ownership of all said property in the State of Florida.

IN WITNESS WHEREOF THE BOARD has caused these presents to be executed on its behalf in its corporate name by its Chair-

man and its Clerk and its corporate seal to be hereunto affixed and attested by the Clerk of said Board, and the Department has caused these presents to be executed on its behalf in its corporate name by its Chairman, and its corporate seal to be hereunto affixed and attested by its Secretary, all as of the day and year first above written.

BOARD OF COUNTY COMMISSIONERS
OF PALM BEACH COUNTY, FLORIDA

By _____
Chairman.

Signed, sealed and delivered in the
presence of: _____

By _____
Clerk.

As to Board of County Commissioners
of Palm Beach County, Florida.
STATE ROAD DEPARTMENT OF THE
(SEAL) STATE OF FLORIDA.

By _____
Chairman.

ATTEST: _____
Secretary.
Signed, sealed and delivered in the
presence of: _____

As to the State Road Department of
the State of Florida.

RESOLUTION OF THANKS

On motion of Mr. Ward, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that the thanks of this Board are hereby expressed to Mr. James R. Stockton, Member from the Second District, for the many courtesies extended to the members and officials in attendance upon this meeting.

ADJOURNMENT

The Board adjourned to meet again the latter part of November or first of December, in Tallahassee, the date to be set by the Chairman.

Henry W. Land, President & General Manager
Josephine H. Land, Vice President
W. A. Greenleaf, Secretary & Treasurer

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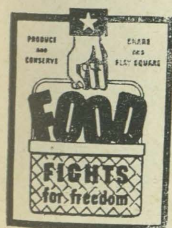
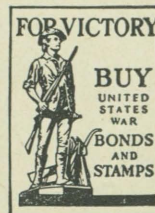
Washington and Lafayette at Valley Forge—from a print from The Bettman Archive, New York.

FOR three hundred years our forefathers faced the future with courage and stout hearts, with fortitude and the wisdom born of trying times. They bequeathed us the ways, means and ability to accomplish the impossible during the past two years.

Throughout our history there has always been a very vocal minority crying aloud that America has already passed her zenith, only to have ever greater achievements repudiate their dire prophecies.

How dark were the days of Valley Forge . . . and how wonderful the years which followed! To have less faith and fortitude and wisdom than did our forefathers is to spiritually desert our children and their children's children in these trying times.

We believe that the American people of today will fully measure up to the heritage our forefathers bequeathed us. Our belief in the American people is so strong that we are now making plans for the investment of substantial sums of private capital to provide ever-increasing opportunities for gainful employment in the development of those great natural resources of Florida—fertile soil, adequate rainfall and plenteous sunshine.



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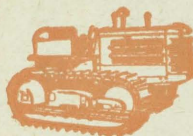
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DIESEL TRACTORS

TRACK-TYPE TRACTORS · DIESEL ENGINES
AND ELECTRIC SETS · ROAD MACHINERY

SOME WARTIME DON'TS for "CATERPILLAR" owners

DON'T LET YOUR EQUIPMENT BECOME WORK-WORN

... get in touch with your "Caterpillar" Dealer whose factory trained mechanics can overhaul and recondition your tractors and equipment to keep 'em fit to do their bit.

DON'T SCRAP WORN PARTS

... until you have checked their value with your "Caterpillar" Dealer. He may be able

to rebuild or recondition them like new for continued service.

DON'T HOARD UNNEEDED REPLACEMENT PARTS

... for if you order or hold in reserve, new or rebuilt parts beyond your known and almost immediate needs—you may enforce idleness upon some tractor, machine or equipment urgently needed in the war effort.



Shelley Tractor Equipment Co.
Miami, Florida

Clewiston Motor Company
Clewiston, Florida

Burgman Tractor-Equipment Co.
Jacksonville, Florida